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THE TEAM OWNERS' REVIEW



IN THIS ISSUE:

The National Team Owners' Association Convention.

The American Transfermen's Convention.

The Illinois Furniture Warehousemen's Convention.

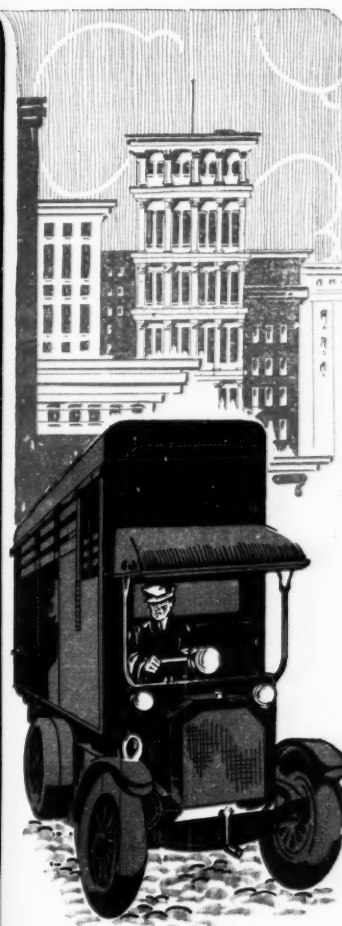
Summary of the Tailboard Delivery Fight, by Theodore Gabrylewitz.

Drinking Fountains, by C. J. Marshall, State Veterinarian.

Work-Horse Parades in New York and Boston.

Report of National Horse Tag-Day Commission, by John F. Cozens, Secretary.

Volume XIII., No. 7.
Pittsburgh, Pa., July, 1914.



A MONTHLY JOURNAL OF HAULAGE & DELIVERY

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THE TEAM OWNERS' REVIEW

OFFICIAL PUBLICATION OF
THE NATIONAL TEAM OWNERS' ASSOCIATION
AND
AMERICAN TRANSFERMEN'S ASSOCIATION.
AT
THE WESTINGHOUSE BUILDING,
Telephone: Bell, Grant 1335.
PITTSBURGH, PA.

W. D. LEET, JR. - - - - - GENERAL MANAGER
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W. A. YOUNG - - - - - ADVERTISING MANAGER
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79 Portland Street, Boston.

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THE TEAM OWNERS' REVIEW



ENTERED AS SECOND-CLASS MATTER IN THE PITTSBURGH POST OFFICE.

Volume XIII.

PITTSBURGH, PA., JULY, 1914.

No. 7.

Three Annual Conventions Held In June THE NATIONAL TEAM OWNERS'

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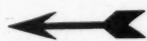
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Oh, the East is East
And the West is West,
And never the twain shall meet
Till Earth and Sky stand presently
At God's great Judgment Seat.
But there is no East,
And there is no West,
Border nor breed nor birth,
When two strong men stand face to face,
Though they come from the ends of the Earth.

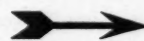
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ASSOCIATIONS



Southern Warehousemen's Association Organized.

The last link in the Nation-wide chain of furniture warehousemen's associations was completed when the Southern Furniture Warehousemen's Association was organized by the representatives who were present at the annual meeting of the Illinois Furniture Warehousemen's Association at Ottawa Beach, Mich., on June 19-22.

These ten representatives from the wide-awake and progressive South got together on Saturday, June 20, organized, elected officers and named a date for the first annual convention. The officers for the permanent organization are: E. M. Bond, of the E. M. Bond Furniture Co., of Nashville, Tenn., president; W. H. Johnson, of the Caddo Transfer & Storage Co., of Shreveport, La., vice president; and T. F. Cathcart, of the Cathcart Transfer & Storage Company, of Atlanta, Ga., secretary and treasurer.

The board of directors consists of Fred A. Bryan, of the Bryan Transfer Co., of Chattanooga, Tenn.; Ben S. Hurwitz, of the Westheimer Warehouse Co., of Houston, Tex.; A. C. Weicker, of the O. K. Transfer & Storage Co., of Oklahoma City, Okla.; George Delcher, Delcher Bros. Storage Co., of Jacksonville, Fla.; John Sherman, of the City Transfer Co., of Tampa, Fla.; J. M. Walker, of the O. K. Storage & Transfer Co., of Memphis, Tenn., and Heber Page, of the Dallas Transfer Co., of Dallas, Tex.

The first annual convention of the new association will be held at Chattanooga, Tenn., on August 17 and 18. It is expected that by the time of the convention, the Southern Furniture Warehousemen's Association will be a large and a strong organization as the officers were instructed to work up a big membership from among the best storage warehouse and transfer companies in the South. A constitution and by-laws will be drawn up before the convention and will be acted on at that time.

To that well-known enthusiast and hard-working booster from Houston, Tex., Ben S. Hurwitz, of the Westheimer Warehouse Co., is due the credit for seeing the need of a Southern Furniture Warehousemen's Association and for wasting no time in getting such a body started. THE TEAM OWNERS' REVIEW extends a welcome into the field to the new association and sincerely hopes that this body will speedily attain the size and strength of the Illinois, the Central and the New York Warehousemen's Associations. If THE TEAM OWNERS' REVIEW can be of any assistance, it needs but to be called upon.

Railroad Rate Decision on July 3.

The Interstate Commerce Commission will make public its decision in the case of the railroads for a 5 per cent increase in freight rates on July 3, it is said, this date being selected in order to allow businessmen 3 days in which to familiarize themselves with the

changed rates before they take effect. The decision will be announced about 3:30 p. m., on July 3, it is reported.

It is said that the Commission will not allow a 5 per cent increase in freight rates, but will allow slight increases in first-class freight rates for the Eastern roads. Sixty-six per cent of the traffic will not be affected, while on the remaining 34 per cent, the increase will not average over 3 per cent.

The railroads will be advised to abandon all free siding service and spotting charges. It is claimed that the abolition of this free service will bring to the carriers an increased return of \$35,000,000. No increase on the rates for carload lots will be allowed, it is said.

Convention of American Transfermen.

Detroit, Mich., was the scene of the annual convention of the American Transfermen's Association this year, about thirty delegates from all parts of the country being assembled at the Hotel Tuller, on June 16, 17 and 18. In every way the convention was a great success, the delegates being delightfully entertained by the Detroit Taxicab & Transfer Co., of which I. S. Scrimiger is general manager.

The officers elected for the ensuing year are as follows: President, James O. Wells, of Des Moines, Ia.; first vice president, Jack Sharp, of Omaha, Neb.; second vice president, W. R. Supplee, of Columbus, O., third vice president, W. C. Wilson, of Atlanta, Ga., and secretary and treasurer, E. M. Hansen, of St. Joseph, Mo. The executive committee consists of D. W. Barrett, of Chicago, Ill.; S. C. Cook, of St. Paul, Minn.; Louis Horner, of Dallas, Tex.; S. W. F. Draper, of New York City; D. S. Barmore, of Los Angeles, Cal., and Henry T. Lowe, of Colorado Springs, Colo.

The American Association of Baggage Agents gave the members of the Transfermen's Association a lunch at the old Heidelberg Cafe. The last day's session was held on board the steamer Tashmoo, on a delightful trip to Port Huron and return.

While in session at Detroit, the Association received five applications for membership and the prospects for doubling the membership of the Association during the coming year are exceedingly bright. A special delivery check, a method of checking baggage from residence to residence in different cities was taken up with the General Baggage Agents' Association, and will shortly be settled.

E. M. HANSEN, Secretary.

Railroad Yards in Bad Shape.

The Grand Trunk railroad yards on Merton street, in Toronto, Ont., are in such bad shape that it is almost impossible for a team with a heavy load to negotiate this. A deputation of team owners recently called upon the Grand Trunk officials, with a view to getting the time to get the goods cleared extended, so as to escape demurrage.



Group of ladies and guests at the Team Owners' Convention on the steps of the offices of the H. J. Heinz Co.

Annual Convention of the National Team Owners' Association.

The Annual Convention of the National Team Owners' Association, Inc., opened at the Schenley Hotel in Pittsburgh, Pa., on June 15 and continued until the evening of June 17. The annual banquet was held on Tuesday evening, June 16, with over 400 guests seated at the tables. This was one of the largest and most successful conventions ever held. The entertainment committee of the Allegheny County Team Owners' Association had provided a fine program, and while the delegates were attending business sessions every day, the ladies and the guests were taken to the principal points of interest in Pittsburgh.

The convention was opened at 10:30 o'clock Monday morning by Thomas F. Ashford, president of the Allegheny County Team Owners' Association. Mayor Armstrong, of Pittsburgh, who was to welcome the team owners to the city, was unable to be present and his place was taken by City Solicitor Irons, who gave a hearty address of welcome. President Fay, of the National Association responded on behalf of the visitors. The business session then opened with President Fay in the chair.

While the business session was in progress, the ladies and guests went on a trolley ride to Mount Wash-

ington, whence they obtained a splendid view of the city. On their return, they were entertained at a luncheon in the new restaurant of Kaufmann's department store. On Tuesday morning, the ladies assembled at the Hotel Schenley for a visit to the plant of the H. J. Heinz Co., where the "Fifty-Seven Varieties" are manufactured. Luncheon was served at the Heinz plant at 12 o'clock, and a group photograph was taken, each lady receiving a copy as a souvenir. This was followed by an automobile tour through Pittsburgh's suburbs, residential sections and parks.

The banquet was a great success in every way. James F. Keenan, of Haugh & Keenan, acted as toastmaster, introducing the different speakers in a clever manner. Nirella's orchestra furnished excellent music and the Pittsburgh Male Quartet entertained the diners with fine singing. One of the features of the evening was the entertainment afforded by two professional entertainers who sat with the guests in the dining room. W. H. Klein, of the Entertainment committee announced that there were several people in the room who did not have tickets to the banquet. He singled out these two men and called them to their feet, demanding why they had endeavored to beat their way to

a good dinner. Everyone thought that there was to be trouble and that the two men would be put out, until Mr. Klein offered to let them stay if they would pay for their dinner by entertaining the guests.

On Wednesday, the last day of the convention, the entire party assembled at the Schenley Hotel at 9:30 a. m., and went to the Homestead Steel Works by trolley. Two hours were spent in going through the steel works, everyone enjoying this trip to the utmost. The trolley cars returned to the Schenley through the residence section of the East End. In the afternoon twenty automobiles took the men on a trip through the residence section and the parks of the city.

Much business of importance was transacted while the convention was in session and some very able papers were read. On account of lack of space in this issue of THE TEAM OWNERS' REVIEW, many of these papers and more complete reports of the business transacted will appear in the August issue.

It was decided to hold the 1915 convention at Springfield, Mass.

All of the officers were re-elected for the ensuing year, the only changes being in the Board of Directors. A list of the officers and directors follows:

List of New Officers for 1914-15.

W. H. Fay, president, Cleveland, Ohio; D. A. Morr, first vice president, Chicago, Ill.; N. F. Ratty, second vice president, Chicago, Ill.; Theodore Gabrylewitz, secretary, Philadelphia, Pa.; W. J. McDevitt, treasurer, Cincinnati, Ohio.

Board of Directors—For the Two-Year Term.

F. J. Abel, Buffalo; Thomas Ashford, Jr., Pittsburgh; C. Gleason, Philadelphia, Pa.; W. L. Hinds, Des Moines; C. J. Ball, Camden, N. J.; J. W. Parkin, Youngstown, Ohio; C. Farrell, Philadelphia, Pa.; P. E. Strelau, Dubuque, Iowa; Farwell Walton, Philadelphia, Pa.

For the One-Year Term.

E. L. Barr, Kansas City; B. R. Benedict, Denver, Colo.; E. W. Oatley, Springfield, Mass.; G. Reichel, Cincinnati, Ohio; G. Sproul, Chicago, Ill.; R. L. Smith, New York; C. Cameron, Minneapolis; W. W. Toot, Cleveland; E. Weber, St. Louis.

Ex-Presidents.

T. F. McCarthy, New York; Henry C. Knight, Boston; Hugh C. Moore, Philadelphia, Pa.; Hupp Tevis, St. Louis; Isaac Goldberg, New York.

List of Delegates.

- 1—New York Team Owners' Association—Thomas Garvey, C. Cranfield, J. K. Orr.
- 3—St. Louis Team Owners' Association—Farwell Walton, A. J. Kuepfert.
- 4—Team Owners' Association of Greater Kansas—H. H. Barton, Sam. Waller, J. J. Rooney, D. P. Goodloe.
- 5—Des Moines Team Owners' Association—Frank Berg.
- 6—Philadelphia Team Owners' Association—C. Farrell, J. Clarke, C. Carney, P. Cavanaugh, J. Connelly, T. Morris.
- 7—Cincinnati Team Owners' Association—J. Clarke, E. Fraitz.
- 9—Buffalo Trucking Association—M. T. Green.
- 10—Dubuque Team Owners' Association—J. T. Kerns.
- 12—Chicago Team Owners' Association Commission.
- 13—Draymen's Protective Association of Minneapolis.
- 17—Chicago Team Owners' Association.
- 18—Cleveland Cartage Club—H. Weiler, J. Becker, C. Shupp.
- 19—The Denver Transfermen's Association.
- 24—Truck Owners' Association, Rochester.
- 27—Youngstown Team Owners' Association—Paul Herbert.
- 28—Cartage Exchange of Chicago—M. Martin, G. Sproule, L. S. Waage.
- 29—Quincy Team Owners' Association.
- 32—Scranton Team Owners' Association.
- Niles Team Owners' Association—J. Van Wye, J. Boyd.
- 35—Canton Team Owners' Association.
- 36—Team Owners' Association of Camden.
- 37—Team Owners' Association of Allegheny County—Joseph Boles, Thomas Ashford, Jr., J. J. Blanck, E. Hardie, J. O'Neil, D. D. Kirby, D. E. Hamlin, H. Knauff, W. McFarlan, W. B. Straight.
- 38—Houston Team Owners' Association—B. Hurwitz.

Individual Members—Delegates.

B. B. Gardner, New London, Conn.; L. Hammer-smith, New Albany, Ind.; W. W. Kinsella, Milwaukee, Wis.; Walter Iring, Louisville, Ky.; W. K. Morse, Leominster, Mass.; J. W. Sheridan, Duluth, Minn.; E. W. Oatley, Springfield, Mass.

Address of President Fay

To the Members of the National Team Owners' Association.

Gentlemen:—In submitting my annual report, I am fully cognizant of the fact that I have not accomplished as much as I had hoped to in the beginning of my term of office, but I have put forth my best efforts under existing conditions which are not very gratifying. I have corresponded with a number of cities in which there are local associations not affiliated with the National Association. I have received very encouraging communications from some of the locals. I am satisfied that if some of the members of the National Association or

myself could have met with them and shown them wherein it was to their interest to join the National Association, some good results would have been obtained.

At the convention in Minneapolis the National Secretary and myself were given full power and authorized to use the means of the National Association to enforce the resolution adopted to prosecute the case for tail-board delivery before the Interstate Commerce Commission. About the last of August, Secretary Gabrylewitz, Mr. Pierson, the attorney for the National Association, and myself went on a tour of inspection through the Middle West. On September 8, 1913, I met Secre-



tary Gabrylewitz and Mr. Pierson at Buffalo. We visited Cleveland, Detroit, Toledo, Cincinnati, Columbus and Pittsburgh, inspecting terminal conditions, and preparing ourselves for the suit for tail-board delivery, to open in Philadelphia November 25th. I visited Philadelphia November 20th to inspect the various terminals in that city and remained until November 26th, having testified before the Commission in the case for tail-board delivery. The case is still pending.

I sincerely hope a resolution will be offered at this convention, and adopted, wherein funds enough will be provided to finance the National Association.

Gentlemen, the success of the National Association depends wholly upon the co-operation of its members. I would suggest that the members and secretaries of the various locals be prompt in answering communications and in making reports to the National Secretary. If members could be made to realize the necessity of answering communications, they would soon establish a very important factor in the National Association. As President of the Association, I have tried to perform its duties to the satisfaction of its members. Furthermore, I believe that from year to year, the Association has proved its usefulness in affording an opportunity for all team owners from every city in America to meet, to get acquainted, to exchange ideas and to renew friendships. This factor performs a very important function in the teaming business.

We need more local associations. The greater the number of local associations that we have, the greater will be the influence of the National Association, and the larger will be our revenue. But, as the years pass we are confronted by the same story—for the lack of funds we are unable to go into cities where there are no locals, to organize new ones. Can we ever get away from the idea that we must receive two dollars for every one expended? Only through a closer contact of men in the same kind of business can we expect to get the desired results and to elevate our business to the high standard to which it is entitled.

I recommend that a more vigorous campaign be carried on in the future in an effort to acquaint local associations with the fact that a National Association exists and to endeavor to show the local Associations the benefits that accrue from affiliation with the National Association.

Furthermore, I wish to say a few words concerning THE TEAM OWNERS' REVIEW. It continues to be the official organ of the Association, although it has changed hands again since the last convention. Mr. Leet, the general manager and Mr. Lay, the managing editor, are both energetic and progressive young men and should have all the assistance and encouragement possible for every team owner to give. They are doing excellent service through the columns of THE TEAM OWNERS' REVIEW to make it an interesting as well as valuable paper through which matters pertaining to the teaming industry can be brought before every team

owner. We are very fortunate in having so valuable a paper as the official organ of the National Association. I desire to express in behalf of the Association our appreciation of the work of Mr. Lay, the editor and Mr. Leet, the general manager; the able manner in which they conduct the paper, and the fine information they are giving the team owners.

Two local associations have been added to our folds; the Allegheny County Team Owners' Association of Pittsburgh, which is a strong, healthy association and the Houston Team Owners' Association, of Houston, Texas. I have had a number of promises of locals through correspondence, but we do not seem to get the desired results that way. In offering recommendations, I recommend in the first place, that the official directory be placed in the hands of a responsible publishing company, which can give the time and attention necessary to make it a paying proposition. A certain per cent of the amount of business done should go to the National Association.

I recommend that a sufficient per capita tax or annual dues be assessed so as properly to finance the National Association, because it is the only equitable way to provide money to carry it on. Extension funds and advertising schemes have become a bore and the work of making them a success falls upon the faithful few.

I also recommend that the Association continue to prosecute the case for tail-board delivery to its required extent. I was in hopes the Interstate Commerce Commission would have rendered a ruling before this convention, here in Pittsburgh, then we would have known where we stood as an Association. If the decision were in our favor, I would feel we had been amply paid for our unceasing effort. Secretary Gabrylewitz has never faltered in his arduous duties toward prosecuting the case.

I would be ungrateful and non-appreciative of good service if I brought this report to a close without comment about the officers associated with me. Harmony and co-operation have prevailed during the past year.

I am very grateful to the Vice-Presidents for their valuable assistance. Secretary Gabrylewitz is a very competent, conscientious, hard worker, prompt in his correspondence, courteous in his dealings and always ready to promote the interests of the National Association. Our correspondence has been continuous and a pleasure to me. Treasurer McDevitt has filled the office in an exceptionally creditable manner.

In conclusion, I wish to thank you all for the courtesies you have shown me and the co-operation in the work of the Association.

Respectfully submitted,

W. H. FAY, President.

Limit Horse's Working Hours.

The Kansas City Humane Society has had an ordinance passed in Kansas City, Mo., fixing 12 hours as the maximum working hours in any day for horses.

Report of Secretary Gabrylewitz

To the members of the National Team Owners' Association.

Gentlemen:—I take pleasure in presenting to you this, my first annual report as secretary of your honorable body. In so doing my motive is not to bore you with minute details, but to give you a review of the work of this office during the past year. I am fully conscious of the able assistance rendered me by the various locals and members of the National body as well as THE TEAM OWNERS' REVIEW.

During the year just passed, I have been extremely busy on the tailboard case before the Interstate Commerce Commission, and in another paper I will give you the history and progress of that case. I have devoted nearly all my time and attention from my office and business to this case, and have put in many strenuous hours, but this is past and besides I have taken up some very urgent matters in regards to the welfare of the National in reference to glanders, and watering stations, and have corresponded frequently with various State veterinarians in regards to same.

In my efforts I have not overlooked getting new members into the National body. We have taken in Houston Team Owners' and Allegheny Team Owners' and have prospects of getting Newark, N. J., Seattle, Wash., Springfield, Ill., Toledo, Ohio, Utica, N. Y., Edwardsville, Ill., Burlington, Ia., Johnstown, Pa., Reading, Pa., Terre Haute, Ind., El Paso, Texas, Atlanta, Ga., Albany and Geneva, which have been dropped from the roll, Baltimore, Md., and many other cities.

At this point I would like to say that if the directors and officers in their localities would get in touch with any Team Owners' and Associations, I think it would be of great assistance to the National, as personal interviews do more than correspondence will. In the course of my correspondence I have been in communication with over 150 cities, and have been in touch with them with a follow-up letter system, and I hope in the near future my efforts will bear good results in this work.

In regard to the directory which was passed on at the last convention, I am sorry to say that the members do not seem to take to the idea as they should. As it only involves the small outlay of \$20 and this is a source of revenue to the National, besides being a bureau of information for the various cities, but somehow or another the members do not take it up. Personally, I think it is a very good proposition. For example, we have in our association about 1,000 members, and if each member paid the two dollars it would make a total revenue of \$2,000, and the printing of the book would cost a small item, and besides, it is a good business proposition. The advertisement that the subscriber gets from it would more than cover the outlay of money.

A great deal of assistance has been rendered to me by our president, who has accompanied me to the various cities where we had our Interstate Commerce Commission hearings, and also encouraged these local associations where these hearings were held. I have also been assisted by other officer of our Association and our mutual friend, Mr. Lay, of THE TEAM OWNERS' REVIEW and his valuable paper, particularly in the New York case, and the many courtesies which we were extended from THE TEAM OWNERS' REVIEW. This paper is being edited by its new owners in a splendid manner, and I am quite sure that it will be very valuable to our organization, as they are ready at all times to publish news pertaining to our interest.

As your secretary, it has been my good fortune to learn and observe the value of this paper, and I sincerely hope that every individual member will lend his support and good wishes to the REVIEW, and I wish to thank this paper personally in behalf of the National and myself.

And at this time I wish to call your attention to the fact that Mr. Pierson, one of our counsel, has given his undivided attention to our interests in the tail board fight for more than eight months; that a considerable portion of the time of his partner, Mr. Shertz, has been given during the progress of the trials. I know, from my own observations, that nights, days and Sundays have been as one to our attorneys in their unflinching devotion to our cause. I have spent numerous Sundays all day and far into the night with them in going over the various angles of the testimony which was likely to be produced. We all know that it is a task of enormous proportions to undertake to prepare and write a book, but to have written three books the size of our briefs, in the time which has been allotted, has approached the impossible, and at this time I wish to extend my appreciation to Mr. Pierson, and I would ask that a motion be entertained to make him an honorary member of the National Team Owners' Association, the same as we have done in Philadelphia, as he was willing, at any and all times, to co-operate with me on this case, and it gives me great pleasure to esteem him now as one of my best friends and associates.

The purpose of this organization as originally outlined should be extended, every effort put forth by the Association to improve local conditions and this can be done by thorough intercourse between the National and Locals. To accomplish this object it is up to every individual member to give their undivided support and co-operation, also by getting new members and increasing the interest of the National and your own locals as well.

One word more in regard to the tailboard case. As

I have numerous correspondence in my office from individuals and locals who are not members of our associations, but who are interested in this fight, and they ask that they be kept posted in regards to same and perhaps this will be a medium through which we can secure new members.

Thanking you for your kind indulgence and wishing

that all the members individually and collectively especially the members in the various cities where we had our trying hearings before the Interstate Commerce Commission, the greatest success, and with best wishes for the continued success of our Association, I remain

Yours very respectfully,

THEODORE GABRYLEWITZ, Secretary.

Report of Secretary Gabrylewitz on Tailboard Delivery Fight

Pittsburgh, Pa., June 15, 1914.

To the Members of the National Team Owners' Association.

Gentlemen:—Of the many problems which have hitherto confronted and which now confront the team owners of the United States, the one most important is that of obtaining less than carload freight from the stations of the various carriers. A cursory examination of railway statistics covering the movement of freight for a period of ten years and more, shows a constant increase in the amount of traffic moved. We know that during this same period there has been little or no increase in either the number or size of freight stations. We know that there has been no improvement in the method of handling freight at these stations, but that, on the contrary, the methods which were in vogue 50 years ago, and applicable to country stations, where the movement of freight is small, are still in vogue in the metropolis where the movement of freight reaches enormous proportions. The failure on the part of the carriers to install modern methods of handling merchandise freight is even more marked than their failure to make improvements in the handling of freight that has moved in carload lots. The result has been that the amount of labor required to obtain a load of miscellaneous freight from stations has increased many fold, and the time consumed in getting the load has doubled in most instances.

Unfortunately, the rates which we have been able to charge for our work have remained practically stationary. Consequently, those of us who have kept costs, have seen our items of expense steadily increase and our items of income remain practically stationary. As the lines of income and expense have drawn closer and closer together and the margin of profit smaller, some have been compelled to withdraw entirely from the business and others have struggled on with a margin of profit so small as to give little more than a living wage. We have finally been driven, by stern necessity, to search for the cause of the diminishing returns in our business and the hope that by ascertaining the cost a remedy might be found.

The cause was not hard to find. It did not take us long to discover that the real cause for our diminishing returns came from delays at the freight terminals. We soon discovered that we were doing part of the work of

delivery which the carrier itself was being paid to perform. So that, not only was the carrier profiting by our labor, but we were paying our drivers to serve the carrier.

Ten years and more ago your present officers and many of our members became convinced of the fact that they were doing work which rightfully belonged to the railroad. Individually at first, and later together, we began to study the problem of the railway freight terminal, which, with the increasing volume of freight, has more and more become the study of the problem of freight station inefficiency. For some reason or other best known to the carriers themselves, they seemed unable to speed up the terminal. This, to us, seemed to be the only solution. Freight stations at best cannot be much expanded and in order, therefore, to take care of the volume of freight which moved currently through the stations it is necessary to evolve some system whereby the speed can be increased.

From our standpoint, it was necessary to speed up the terminal because our drivers were able to haul fewer loads of freight per day as time went on. One of the first things which attracted our attention in connection with our search for a method whereby we might increase the number of loads which a driver could haul from the station per day was the system of handling freight through the Baltimore & Ohio terminal in the city of Cleveland. We found that not only at this station, but from other stations in Cleveland, as well, drivers were able to haul from five to seven full loads daily of inbound and outbound freight. At Philadelphia, New York, Cincinnati, and, in fact, most of our larger cities, it was not possible to haul more than three or four loads per day. Given the same rate per ton or per package, it is obvious that the team owners of Cleveland were making practically twice as much money on the same number of teams as were the team owners in the cities just mentioned. In the course of studies which followed our conventions during the last four or five years, we found that in Detroit, Chicago and Buffalo the team owners were doing about the same amount of business per day as they were in Cleveland. Their rates, distances of haulage and size of loads were substantially the same as in New York. The expense account per package was less and the income account per package was nearly twice as great, and, as already indi-

cated this was true because, with the same number of men, and with the same equipment, they were hauling twice as many loads.

It did not take us long to find the underlying cause. We saw the carriers' employes in Cleveland bringing merchandise freight to the tail board of the drivers' wagons. While the driver was loading on his wagon the packages brought to him, the freight station employe was busy getting out and bringing to him a second truck load. Together, they were speeding up the terminal. By the means just described, the team owner was able to increase his income twice, because his driver was able to do double

the amount of haulage. Not only did it appear that the team owner was benefited, but also it appeared that the carrier itself was benefited. For, while the carriers were speeding up the terminal, and commerce, as a whole was enjoying the benefits which naturally accrued, both the railroad and the team owner were able to handle more freight with a smaller equipment.

At the time when the matters were progressing so satisfactorily in Cleveland, and in Detroit, Buffalo and Chicago, where the same system was in vogue, the team owners of Philadelphia, New York and many others of our large cities, were digging out their merchandise

from huge piles of goods which belonged to many other merchants, all of which had been dumped together in an indiscriminate heap.

In Philadelphia, for example, these piles were frequently ninety feet square, and sometimes eight feet and more in height. Such aisles as existed were those which were made by the drivers. More often, there were no aisles through which a driver might truck his freight than there were aisles at all. Now and then a lull would come in the movement of freight into the city and these piles would decrease in size. In the center would be found merchandise, which, for a long time, had been re-



Annual Banquet of the National Team Owners' Association at the Hotel Schenley, Pittsburgh, Pa., June 16, 1914.

ported lost. Conditions on the outbound movement of freight were just as bad. It often happened that a driver, when he went to the station with an outbound shipment, would have to remove the merchandise left in the doorway by drivers who had just preceded him. Such conditions as these worked a serious stricture upon all parties engaged in commerce.

Accordingly, in Philadelphia, when conditions had become so bad that they could no longer be endured, amicable negotiations were opened with the carriers and co-operation urged upon them. Needless to say, our complaints fell upon unwilling ears. We were doing their work. We had always done it. And they proposed that we should continue to do it. We immediately began making observations, and we found that it was not unusual for a driver to spend from one to two hours at a station searching for goods. Again we went to the carriers and explained to them that for every hour lost in searching for goods at their station it cost at least \$1 per double team. To the team owners of Philadelphia, members of the Team Owners' Association, this, we explained, meant a loss of not less than \$5,000 per day, or \$1,500,000 per year. This sum represented the amount of money which the carriers were making at our expense and from their attitude in refusing to accord us any relief from our congested condition, it was at once apparent that they proposed to continue to have us earn \$1,500,000 per year for them.

Immediately after the convention two years ago at Cleveland, the Philadelphia Association determined to do what they could legally, to compel the carriers to alter conditions so as to relieve the congestion of men and merchandise in and about the stations, which had grown intolerable. John Sheehan, then president of the Philadelphia Association, and myself made a demand upon the Philadelphia & Reading Railway Company and on the Pennsylvania Railroad Company, for the same kind of delivery which was accorded to the team owners of Cleveland. In other words, we asked that they should bring merchandise to the tail board of our wagon, and that if anyone should be compelled to dig freight out of piles where it had been dumped, their employes, and not ours, should do this work. We explained our request carefully. It was refused, and we proceeded, in an orderly way to get our freight. The next day, however, we filed a complaint with the Pennsylvania State Railroad Commission setting forth the conditions which obtained in the stations and we asked that the Commission should order the carriers to give us relief. In that complaint, we informed the commission that the only way in which this relief could be had was by giving us tail board delivery and a tail board receipt. This complaint was filed on August 12, 1912.

The complaint was filed without consulting counsel, we prepared our own case in almost every particular, and not until the day set for hearing did we take counsel into the matter.

The trial occurred at Harrisburg during the month of January, 1913. It took up the greater part of the day, and extended well along into the night. Besides those who filed the complaint, there appeared as witnesses Charlie Farrell, John Clarke, both of whom are team owners. At the same time Frank Campbell, who is traffic manager for the Lucas Paint Company, and Joseph Biles, who is traffic manager for Henry Disston & Sons, Saw Company, described the conditions which their teams were compelled to encounter "As the worst they had ever seen anywhere." They concluded their testimony by stating to the Commission that they believed that tail board delivery and receipt would give relief.

In due course the Commission handed down a decision. The Commission refused to order the carriers to make tailboard delivery. But the Commission did order the carriers to install many additional hand trucks in some of the stations and directed an extension of two of the stations. I am informed that the cost of making the extension in one of these cases is approximately \$300,000. Furthermore, the conditions as to aisles, method of piling freight, size of sections and many other changes which caused the delay of drivers at the stations to be reduced were put into vogue by the carriers. It is not too much to say that the increase in size of terminals in Philadelphia other than those specifically indicated in the Commission's report which is now taking place, there is a direct connection with the fight which we made before the State Commission.

And this is the way in which tailboard fight, now national in its scope, began.

Many of you will recall the statement which was made of the above facts at the convention held last year in Minneapolis. You will remember with what eagerness the suggestion that a national fight should be launched before the Interstate Commerce Commission was seized upon. I need not here restate the resolution which was passed authorizing the president and myself as your secretary to proceed before the Interstate Commerce Commission.

Acting upon the resolution as passed, your officers caused cases to be instituted before the Interstate Commerce Commission against the several carriers in the cities of Philadelphia, New York, Cincinnati and Kansas City. In each case there was a statement made of the conditions existing in the city from which the case was instituted, and in each a demand was made for tailboard delivery. In order that no misapprehension, misunderstanding, mistake or miscarriage of justice might occur, the attorneys whom we employed were careful to have the originals of each complaint signed by the officers of the respective associations in long hand. Nor were the originals and the copies thereof filed until the original had been submitted to the National officers and

received their certification that the signatures were correct.

Hearings have been had on these cases in Philadelphia, New York and Cincinnati. No hearing has been had in the case brought on behalf of Kansas City, but evidence preliminary to the presentation of this case had been prepared and submitted to counsel. For reasons best known to members of the present Kansas City Team Owners' Association this case was ordered withdrawn by them.

The trial of the case at Philadelphia came on in November last, continued into December, after an adjournment, and lasted six days and three evenings. The trial of the case at New York lasted from the sixth of April until the eleventh of April. The trial of the Cincinnati case took the greater part of four days. Had it not been for the courtesy of examiner Myron A. Pattison, instead of spending approximately three weeks in actual trial we would have spent not less than five weeks. Day after day he extended the length of the ordinary sessions and on more than one evening he sat to hear testimony until after 11 o'clock. Two trips by your secretary and our counsel have already been made to Washington for oral argument in one of the cases. Your secretary and counsel have spent upward of fifty days away from their respective offices in the course of the last eight months in connection with the compilation of evidence, actual trial and presentation of the several cases. For an entire week your president, Mr. Fay, accompanied us and assisted in the discovery of evidence. He attended the trials and gave his time ungrudgingly.

Your president has given testimony in Philadelphia and Cincinnati. Your secretary has given testimony in both of these cities and in New York as well. At the same time, he has compiled a large quantity of material which is shortly to be placed in the hands of the Interstate Commerce Commission covering costs of efficient operation at railway terminals. To compile this material, which is now in press, required a study of freight terminal conditions in not less than 25 of our principal cities, extending from New York on the East to Minneapolis on the West, from Buffalo on the North to Pensacola, Florida, on the South.

Messrs. Reichel, Lambert and Bushing, of Cincinnati; Messrs. Goldberg, McCarty and Orr, of New York, and Mr. Shantee, of Buffalo, were all in Philadelphia during the trial of that case for the purpose of their giving testimony. Mr. Ratty, of Chicago, left his business and went to Cincinnati and remained there for the entire trial, in order to give testimony on behalf of the team owners of Cincinnati. More than 40 witnesses were called by us, and heard in the Philadelphia case. Nearly half that number were called in New York, and about 15 were called in Cincinnati. The carriers called almost as many in each case, and, in passing, it is worth while to note that the carriers named as defendants numbered more

than a hundred, and included every one of the trunk lines of the United States. I cite these figures in order to give you a small idea of the magnitude and extent of the case, which you, by your resolution of last year called upon your officers to undertake.

Our written brief in the Philadelphia case is a book of over 150 pages, and in our reply brief in that case there are no less than 22 photographs of terminal conditions reproduced. In addition to these there are a large number of tables which were drawn out of unwilling carrier witnesses, and which were of tremendous benefit to us.

The New York brief contains 146 pages, and, in addition, it is filled with photographs, tables and maps. It cost almost \$500 to print the New York brief alone.

The Cincinnati brief is still in the making. It, too, must be filed before the close of this month. With all this in view—the tremendous amount of work accomplished in a period of less than eight months—it is small wonder that one of our counsel has been compelled to close his office entirely to other business. To us he has given practically his undivided attention.

The seriousness of our tailboard case before the Interstate Commerce Commission from the railroad standpoint is evidenced by many things. One indication is the fact that to try the Cincinnati case at Cincinnati, the carriers brought one special attorney from Pittsburgh, one special attorney from Washington and one special attorney from Chicago. In the trial of the case at New York there were seven railway attorneys in constant attendance and for one of the last days there were ten of them on hand.

I cannot begin to recite to you any of the tremendous efforts which are being made by the powerful forces opposed to us. But they all show the steps which the railroads are taking to circumvent us. Never before, to my knowledge, has any association undertaken a movement of such nation-wide importance or a movement which will have such lasting effects upon commerce as a whole. You will not long remember what we say here, but you will never forget what has been done in the course of the last eight months by the National Association through its officers in this fight on your behalf. We cannot yet estimate the value



Mrs. Mary Lewis, of Detroit, Mich., only lady team owner who is a member of the National Team Owners' Association. Mrs. Lewis' company is the Lewis Truck & Storage Company of Detroit.

of the results already obtained. In the course of the trial at Philadelphia the testimony showed that station delays cost team owners there not less than \$1,500,000 per year; similarly the avoidable delays in Cincinnati cost the team owners there approximately \$1,000,000 and in New York more than twice this sum. We are informed, and believe, that team owners' delays in the three cities where trials have occurred have been cut down by 50 per cent. Here, then, is a saving of not far

from \$2,000,000 in the aggregate per annum in three cities. What the effect has been in other cities, we can only conjecture. And, in conclusion, let me say that the indications are that these benefits which have already been obtained regardless of whether or not we are accorded the same kind of delivery which they have in Cleveland—tailboard delivery and tailboard receipt—will in all probability not cost us to exceed \$5,000.

Respectfully submitted,

THEODORE GABRYLEWITZ, Secretary.

Public Drinking Fountains for Horses

By C. J. Marshal, Pennsylvania State Veterinarian, Read at Convention.

The question of closing public drinking fountains has called forth many inquiries in reference to water for animals. It is the usual custom for horsemen and people using horses to water them morning, noon and night. In rural sections, where horses are used on the farm, they are very seldom watered between these times or at lesser intervals. Plowing and harrowing are both considered heavy, hard, tiresome work and it would be considered better if such horses could have water in the middle of the forenoon and afternoon as well as at the usual time. Most horses will drink five times a day, yet they should not suffer for water if the intervals were not longer than six hours.

Many good horsemen allow their horses to drink several times during the day if water is convenient, and this is considered good management under ideal conditions. It is not safe to allow horses to drink a large quantity of cold water when they are tired or overheated immediately after finishing their work or exercise. They may develop colic or become foundered as a result of such treatment. A little water may be given safely at any time. Larger quantities may be taken at longer intervals if the animal is kept working or exercising, but not too fast or too energetically after having consumed it.

Public drinking fountains have the advantage of being convenient, and if they could be conducted in a cleanly manner they would constitute the ideal method of furnishing water for this purpose.

Some watering troughs are much more objectionable than others and there appears to none that are ideal. Those in front of saloons are considered objectionable for several reasons. They sometimes have a bad influence on the driver and most horse owners would be glad to have them abolished entirely. It is not an uncommon sight to see public drinking places for animals in an unsanitary condition. They are seldom washed and accumulate all kinds of dirt and filth. Hucksters sometimes dip vegetables into public watering troughs and fountains or dip water out of such places to throw

over their produce to freshen it and in such a way contaminate food for human beings. Dogs and children bathe and play in watering troughs, sometimes wash their hands and soiled clothing in such places.

A number of the diseases of horses may contaminate water, among the most common are glanders, influenza and strangles. Even if public drinking receptacles were washed so they appeared clean to the ordinary observer it would not be possible to destroy the infection without using steam, boiling water or disinfectants, and none of these plans are feasible. Where a receptacle is provided from which animals can drink it is best to have the water admitted freely at the bottom and allow it to run over at the top, and keep the water running continuously. This arrangement would, to a certain extent, eliminate the ordinary filth that collects in such receptacles, but it would not entirely overcome the danger of infection in the diseases mentioned.

Unless numerous opportunities are provided for watering horses and animals in busy streets, traffic is interfered with to a certain extent by the time consumed in allowing each to drink.

Someone should be charged with keeping public drinking places clean and sanitary, but it would not be practicable to eliminate all danger when transmissible diseases exist.

If a competent person could be stationed at drinking fountains and examine all horses that stop for water the danger could be reduced.

The best and safest method for watering horses is to have each team provided with a bucket and to water their horses on the street only from this bucket with fresh water. The city should provide an abundance of watering places for this purpose.

Many of the drinking fountains in the city are memorials provided by charitable people interested in the welfare of horses and other animals. The object is a noble one, but they should be constructed or arranged so that fresh water could be obtained at any time by those who carry individual buckets, and they should by

all means be kept clean. Under present conditions, it is very desirable that all public receptacles should be closed and means provided for watering horses at frequent and convenient intervals.

Glanders is spread principally from animal to animal by a discharge or secretion from the nose. Horses that suffer for the want of water in most cases do so on account of carelessness of the driver and he should be punished. Horses with glanders suffer more from the disease than the average horse would for the want of water and if a horse contracts glanders from a public drinking fountain he does so through the kindness of the owner or driver.

Glanders is an incurable disease in horses and man and always results in death, and all persons interested in the welfare of horses should make every effort to prevent infection from this disease. Public drinking fountains may not be the most prolific source of spreading the disease, but according to the best authorities they are one actual cause and one that should be removed.

The plan adopted by the W. P. S. P. C. A., of having men stationed at certain places to assist in watering horses from a common bucket is much to be preferred

to the clean water from a receptacle that appears clean. It is a well-known fact, however, that if a bucket becomes infected it is not possible to destroy or remove the infection with cold water. A bucket may become infected by a horse that has no observable discharge from the nose. The most dangerous spreader of glanders is the horse afflicted with the disease that shows no symptoms, and for this reason is not suspected.

In my opinion, it is best to close all public drinking receptacles for horses for from four to six months. This should include the common drinking bucket. It should be easy to enforce such a regulation and require drivers to water horses from private buckets as to attempt to overcome the many objectionable features of the common drinking receptacles.

The Board of Health has passed a resolution recommending that this should be done by June 1, 1914.

A resolution was unanimously adopted by the Keystone Veterinary Medical Association at a regular stated meeting held May 12th, indorsing the action of the Board of Health.

The P. S. P. C. A. is in full sympathy with the undertaking and have expressed a willingness to assist in

[Continued on Page 25.]

Letter from John F. Cozens on Tag Day

To the President, Officers and Members of the National Team Owners' Association, assembled in session at Pittsburgh, Pa., Greeting:

National Horse Tag-day for 1914 has come and gone; but the memory of the pleasant celebration in the cities participating will linger with the interested workers, supporters and officials, for a long time to come, while our friends, the horses enjoy the benefits provided with the proceeds of the day.

Too much cannot be said of those who labored from early morning till late at night for the success (and success it was wherever the day was observed) they neglected their business, spent all their time, worked cheerfully, willingly and earnestly, that dear Mr. Horse could be provided for more elaborately, during the summer months.

While the Team Owners' Association did not respond as we hoped for we understand that the reason was one which needed immediate attention of the local as well as the National Association to wit—the tail board delivery question, and the most important hearings were being held just at the time it would have their attention for Tag-day, we look forward, however, to next year's celebration, including every local.

In Camden, N. J., San Francisco, Cal., and Philadelphia, Pa., the Team Owners' Associations were in

harness and did excellent work in conjunction with the Humane Societies.

The following cities observed National Horse Tag-Day this year:

Philadelphia, Pa.; Allentown, Pa.; Wheeling, W. Va.; Meriden, Conn.; Fanwood, N. J.; Herkimer, N. Y.; Baltimore, Md.; San Diego, Cal.; Syracuse, N. Y.; San Francisco, Cal.; Manchester, Vt.; Camden, N. J.; Cape May, N. J.; Bedford, Pa.; Newark, Ohio; North Topeka, Kan.; Bridgeton, N. J.; Baton Rouge, La.; Boston, Mass.

We had hoped to be able to have given the amount raised and the purpose for which it is to be applied in the different cities, but as the convention comes so very close upon the date of the celebration we find the accounts could not be gathered so as to enable us to incorporate it in this report.

In conclusion we beg of the assembled delegates to keep the question before their local associations and when the time comes for the 1915 celebration we will have every association connected with the National Team Owners' Association in line.

Thanking all who have by kindly expressions helped to contribute to the success of the day, and not forgetting those who were right on the firing line.

I beg to be most respectfully your,

For the Committee,

JOHN F. COZENS, Secretary.

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY

Annual Convention of the Illinois Furniture Warehousemen's Association

Over 190 delegates from all parts of the country were present when the good ship "City of Grand Rapids" set sail for Ottawa Beach, Mich., from Chicago, for the annual convention of the Illinois Furniture Warehousemen's Association, held this year at the Ottawa Beach Hotel, from June 19 to 22.

For those who took the trip there is no need to dwell long upon the 7 hours that the party was on the water. Everyone who was present will remember it as long as memory lasts, and many of them, when they meet on the shores of that Other World, where all warehousemen are supposed to go, will mention the trip from Chicago to Ottawa, and will be devoutly thankful that no one can ever again entice them onto a large body of water. But then, perhaps the trip is being painted a little too dark. It was not as terrible as it might have been. The facts in the case are that the lake was rough and the boat carried no freight. Both the fish and the disinfectant companies appreciated the natural consequences, while the steamship concern made money selling staterooms.

The boat landed at the Ottawa Beach Hotel at about 5 p. m., and the members soon afterward were partaking of a fine dinner, little the worse for their trip across the water. The universal opinion from the start was that no better place could have been found for the convention than the Ottawa Beach Hotel. After dinner the guests were entertained by boxing matches and wrestling bouts and several exceptionally good dancing comedians.

On Saturday the qualifying round for the handicap golf tournament was played and the annual baseball game came off. The corps of scorekeepers has not yet finished totaling up the runs in the ball game, so that no official score can be given out. The golf match, which was played off Sunday morning, was won by Walter Theibault, of Hebard's Storage Warehouses of Chicago. Mr. Theibault tied with Frederick Fecheimer, of the Lincoln Warehouse & Van Co., of Chicago, at 85, and won the cup on a coin toss. It was an 18 hole match, played from scratch.

Unfortunately rain fell nearly all the afternoon on Saturday, so that few of the party enjoyed the lake trips on the steam yacht "Kwasind," which had been chartered for the occasion. Small parties took little gasoline launches and went to Holland, Mich., where they managed by arduous effort to get rid of some small change. It is reported on good authority that the wooden shoe business is booming in Holland.

Saturday evening the annual minstrel show was staged and it certainly was a good one. F. L. Bateman, of the Trans-Continental Freight Co., of Chicago, acted as interlocutor. The "Bones" were Joseph Meyer, Ed. Walldren and Charles S. Morris, while the "Tambos" were Ralph Wood, M. H. Kennelley and W. P. Theibault. R. E. Broderic, Morrison Wood, A. B. Compton and Frank Seehorn, were the soloists. The choristers were Arthur Reebie, Charles E. Barnes, P. J. Mills, C. J. Neal, W. J. Ahern, R. H. Huntsman, K. A. Warner, W. L. Cotter, J. W. Glenn, H. C. Lewis and T. A. Jackson.

The program for the first part was as follows:

Minstrel Overture	I. F. W. A.
"When I Dream of Old Erin"	R. E. Broderic
"Camp Meeting Band"	Joseph H. Meyer
"Just Like the Rose"	A. B. Compton
"You Can't Get Away From It"	W. P. Theibault
"I'm In Love With the Mother of My Best Girl"	Morrison C. Wood
"Unconsciously"	Ralph Wood
Solo, Selected	Frank Seehorn
"I Love the Whole United States" Finale ..	Entire Company

The second part took the form of a farce, written and staged by Henry Brown, of Chicago, who directed the minstrel show. It was entitled "Fun in a Cabaret," and it was "all that the name implies." The principal feature was a tango contest for a prize, the prize being awarded to the couple that became the most tangled. The line-up was as follows:

Sam Johnson, a Sporty Coon	Ralph Wood
Lindy Sue, the Belle of the Town	M. H. Kennelley
Rastus Liverlip, a Bully	Joseph H. Meyer
Rosalie Green, a High Stepper	Arthur B. Compton
Jeff Lincoln, a Politician	W. P. Theibault
Dollie Goldtooth, His Best Girl	R. H. Huntsman
Razor Bill, Officer 711	Charles S. Morris
Flatfoot Slim, a Waiter	K. A. Warner
"Shorty," a Ragtime Pianist	W. J. Ahern
Susie	W. Lee Cotter
Tillie	Ed. Walldren
Rose	J. W. Glenn
Tulip	H. C. Lewis
Ella	Morrison C. Wood
Sam	Charles E. Barnes
Wash	P. J. Mills
Ham	C. J. Neal
Mose	Arthur Reebie
George	Tom Jackson

Spectators, Attendants, Etc.

The entire performance was a tremendous success from start to finish and kept the audience, including a small party on the stairs at the rear of the hall, in perpetual merriment. A large amount of credit is due to

the participants for learning their parts so quickly and accurately. The costuming was excellent and the whole show went off without a slip. George Delcher, the bride of the occasion, came in for several good jokes, while everybody else got their share.

More lake trips on the "Kwasind" were scheduled for Sunday, but of course the weather was contrary again. Some very good pictures were taken by Charley Barnes and it will be our life-long regret that we cannot publish them. Ralph Wood figured in every one of them, but with a different victim each time. It is expected that Reno will be well populated with warehousemen's wives during the next few months.

More useful souvenirs were given away than ever before. B. S. Hurwitz, of the Westheimer Warehouse Co., of Houston, Tex., gave away a goodly number of pocket diaries, which made very useful and efficient advertising souvenirs. D. B. Benedict, of the Benedict Warehouse & Transfer Co., of Denver, Colo., presented each delegate with a "perpetual pencil." The Bryan Transfer Co., of Chattanooga, Tenn., distributed bill folders to those present and the Leonard Warehouses of Detroit, Mich., presented everybody with a fine desk clock.

The business meeting convened at 9:30 a. m. on Monday. President Troyer in his opening address called the attention of the delegates to the fact that this was the largest meeting ever held. Secretary Wood reported the growth of the association in his address, stating that forty-seven new members had been taken in during the past year, while but nine had been lost. Mr. Wood said that the monthly journal had done more to keep the association alive and to add to it than any other agency. Telegrams of regrets at being unable to be present from Adolf Westheimer, of the A. B. C. Storage & Moving Co., of Houston, Tex., and from F. E. Scobey, of the Scobey Fireproof Storage Co., of San Antonio, Tex., were read.

The report of Treasurer Kennelly showed that the association is in exceedingly good financial standing, the amount of money in the treasury being double what it was at the same time last year. T. A. Jackson, chairman of the leasing committee reported that the association had secured the assistance of the Chicago Real Estate Board in favoring all year leasing and the Board had passed a resolution recommending that its members lease buildings so that the rush work on the first of May may be avoided, as reported in the May issue of THE TEAM OWNERS' REVIEW. F. L. Bateman, chairman of the classification committee, reported that his committee is doing good work, but had no results of consequence to report.

Following the committee reports, Charles S. Morris, of the Metropolitan Fireproof Storage Warehouse Co., of New York City, read an excellent paper on "Business Anarchists." Seventeen topics had been listed for discussion and these were taken up in order. The time was

so short that very little could be allowed for each discussion.

The first subject was "Estimates for Storage, Packing, etc., how should they be Made and Submitted?" D. E. Dealey, of the Columbia Storage Warehouses of New York City, thought that it was best to make the prices from the office as the outside estimator is liable to figure too low in order to be sure of the job. This can be done on the hourly basis. The costs are known at the office better than the estimator can know them. The estimator for Mr. Dealey reports back to the office and estimates are then made and submitted.

The second topic was "Hourly Basis for House-to-House removals and to and from Storage." This subject brought a great many delegates to their feet. Reports from Topeka, Kan., Syracuse, N. Y., Columbus, O., Aurora, Ill., Chicago and New York City showed that the hourly basis has been adopted in these communities. An ordinance has recently been passed in New York City, allowing hourly moving in New York. This ordinance will be found elsewhere in this issue. G. W. Rodolph, of the Pierce-Rodolph Storage Co., of San Francisco, Cal., suggested that each city send a copy of its moving ordinance to the Association which should keep them on file.

Mr. Jackson stated that practically all moving is done by the hour in Chicago, the time being calculated from the time a wagon leaves the office until it returns. For motor vans, however, the charge for moving should be by the mile, Mr. Jackson said. R. M. Andrews, of the Andrews Fireproof Storage Co., of Cleveland, O., asked Mr. Jackson whether or not he had lost any business through adopting the hourly rate. Mr. Jackson replied that his business is growing all the time, and that the hourly rate saves the expense of an estimator.

J. H. Phinney, president of the Furniture Movers & Expressmen's Association, of Chicago, reported that they worked on an hourly basis for several years in that city before they applied for an ordinance. In this manner, the rate was already established before the ordinance was requested. He recommended that other cities wishing to adopt the hourly basis should follow this plan.

The question "Is it Desirable to Have Rates Fixed by Public Utilities Commission?" did not receive much attention, and the two following topics: "Best Method of Advertising the Moving and Storage Business" and "Would a Collapsible Box or Crate Which Could Be Knocked Down and Returned, Be Practicable?" were passed over with but few remarks. The sixth question, "Interchange of Business Among Members, Remittance of Collections," was much discussed. A complete report of this discussion will be published in the August issue of THE TEAM OWNERS' REVIEW. A motion was made and carried that charges should be collected before the goods are shipped.

Mr. Benedict presided during the afternoon session,

which was called to order at 2 p. m. Mr. Kennelly, in his paper on "Uniform Prices for Packing," said that the majority of pieces of furniture are similar in size and shape, an investigation among furniture dealers having shown that fully 95 per cent of the furniture pieces sold contains about the same number of cubic feet. C. J. Neal, of the Neal Fireproof Storage Co., of Cleveland, recommended a standard of rules for packing. Mr. Morris moved that the association, through a committee, prepare specifications for uniform packing, as the American Warehousemen had compiled rates for storage. The motion was carried.

The seventh subject up for discussion "What side issues, if any, are profitable to a furniture warehouseman?" was passed over without much comment and nearly every one present had something to say in the sensational discussion that followed on the question "Gasoline vs. Electric Trucks." E. E. Witherby, Chicago District Manager for the General Vehicle Co., maker of G. V. electric trucks, presented the topic in as fair a light as ever any motor truck representative has presented it. Mr. Witherby said that the method of cartage was governed by the miles to be covered. There is a place for the horse, a place for the electric and a place for the gasoline truck. "A truck is of value where it can be kept going 75 per cent of the allotted time," Mr. Witherby said.

C. P. Cary, of the Peerless Motor Car Co., of Cleveland, O., indorsed Mr. Witherby's sentiments, saying that there is a field for horses, electrics and gas cars. He called the attention of those present to the fact that \$5,000,000 has already been invested in motor trucks by storage warehousemen alone. F. A. Jones, of the Chicago office of the Packard Motor Car Co., warned the members not to buy motor trucks until they were positive that they would realize a return on their investment. He introduced Mr. Hough, an engineer for the Packard company, who read a paper on the subject of the gasoline truck.

Some interesting facts were brought out in the discussion that followed this paper. C. A. Dugan, of the Lincoln Safe Deposit Co., of New York City, which is using eight G. V. electric trucks, stated that during the month of May these cars traveled 2,876 miles and consumed 2,265 kilowatts of electric power at a cost of \$67.95. This company makes its own power, but charges 3 cents against the cars for every kilowatt used.

H. J. Latimer, of the Fireproof Storage Co., of Cleveland, said that his company has been using six gasoline trucks for the past 16 months. He could not report whether or not they had been an economic success, as he had had them such a short time. He said that the company expects to put on more gas cars as he finds them very useful in getting the suburban and inter-city business. For suburban hauling he gets from \$1.25 to \$1.50 per mile, while for city work he gets \$3 an hour with 50 cents additional for each extra man.

E. M. Bond, of the E. M. Bond Furniture Co., of Nashville, Tenn., stated that he had been operating two trucks for the past 2 years and was very much pleased with the results obtained. He believed that the advertising gained through the use of motor vans in a small town is greater than in a large city.

Mr. Jackson agreed with Louis Schramm, of the Chelsea Fireproof Warehouses, Inc., of New York City and D. A. Morr, of the D. A. Morr Transfer & Storage Co., of Kansas City, Mo., who said that the cost of repair parts is the greatest item in the use of motor trucks. Mr. Jackson said that his firm cannot make money with five trucks at \$3.50 an hour. He stated that the repairs for 1913 for the five vehicles totaled over \$3,200, while he had put in \$2,000 more fitting up the vehicles and overhauling them for the spring of 1914.

Frank H. Hebard, of Hebard's Storage Warehouses of Chicago, one of the most experienced men in the storage business in the country, said that he has been operating cars for 5 years and finds that they are absolutely necessary for long hauls over good roads. Mr. Hebard said "For distances up to a radius of 5 miles the horse is the only thing; for a radius of 10 miles the electric is good, and for anything beyond 10 miles the gas car is the proper method of transportation."

The subjects "Time and Material vs. Contract Work for Packing" and "What can the Warehouseman do in Dull Season to Obtain Additional Income, which will not Conflict with Regular Business?" were not touched upon by those present to any great extent.

The next subject "Liability Insurance" was briefly discussed. The principal point in the discussion came when the question was asked by one of the members, "Has anyone present ever collected 5 per cent of the money spent on insurance?" Several delegates testified that their concerns had received more than 5 per cent of the money thus spent and the majority of those present believed that liability insurance is a good thing to have.

The subject "Public Watering Troughs for Horses and the Elimination of Glanders" was very much discussed, George Kindermann, of Julius Kindermann & Sons, of New York City, telling of the decision of the Supreme Court ordering the closing of the public drinking troughs in New York and Ben S. Hurwitz, of the Westheimer Warehouse Co., of Houston, Tex., giving a brief digest of the discussion on this subject which took place at the annual convention of the National Team Owners' Association.

The subjects, "Methods followed in enforcing Warehousemen's lien under the uniform law of Warehouse Receipts" and "Advertising and Conducting Sales in accordance therewith," and also "How should we meet Price Cutting Competition," were passed over quickly. None of the members having much to say on these topics.

The discussion of the topic "Labor—Union vs. Open

Shop—Rates of Wages, Hours, etc.”, created quite a stormy discussion. James F. McGrath made a strong address in favor of union labor, stating that in Chicago, a strong union center, union labor is given the preference. He said that of course there are bad characters in any organization, but that unionized labor as employed in Chicago is ideal. Many of those present from non-union towns did not agree with Mr. McGrath. A more complete discussion of this question will appear in the August issue of THE TEAM OWNERS' REVIEW.

The question, “Should the Warehouseman Clean and Moth-Proof Rugs and Carpet When Received for Storage?” and “Should He Burlap Mattresses, Bedding, Portieres and Draperies?” were answered by several delegates. George E. Turner, of the Turner Moving & Storage Co., of Denver, Colo., does this work and makes a charge for it. Werner Brothers, of Chicago, try to get their customers to have the rugs cleaned and to have all rugs coming into the warehouse burlapped. They charge for the labor. S. C. Blackburn, of the A. B. C.

Fireproof Warehouse Co., of Kansas City, Mo., insists upon having all rugs cleaned with a vacuum cleaner before they enter his warehouse.

This being the end of the business meeting, the delegates adjourned to the banquet hall, where an excellent banquet had been provided. There was much speech-making of the lighter kind and everyone thoroughly enjoyed the evening. The Hon. Adelor J. Petit, Chief Justice of the Circuit Court of Chicago, was the toastmaster. An address was made by Clarence Skinner, of the Merchants' Transfer & Storage Co., of Topeka, Kan., on “Advertising for the Warehouseman.”

The boat on which the party returned to Chicago left the Ottawa Beach Hotel at 11:00 p. m., the return trip was a very quiet one compared to the outbound trip. The following day in Chicago was spent by most of the delegates in seeing the warehouses of the city, traveling about in sight-seeing cars. C. H. Moores, of Moores & Dunford, gave a small dinner at the Illinois Athletic Club in the evening and Charles Barnes also gave a small dinner party to the warehousemen.

Letters From Readers

Wants Information on Pavements.

Editor, THE TEAM OWNERS' REVIEW:—Our city commissioners are about to pave the main business thoroughfare of Knoxville with wood blocks treated with creosote, which is forced into and through the block under pressure, making the block thoroughly rot proof, at least so they claim.

I have seen several complaints from transfermen on wood block pavements in THE TEAM OWNERS' REVIEW. Will you kindly write me what you know about wood block pavements? How does it compare generally with other material for business streets? Our street is forty feet wide with double track street car tracks in the center. It is practically level except for two blocks, which are to be paved with granite or sandstone.

G. M. HARRILL, JR., Harrill's Transfer, Knoxville, Tenn.

The chief disadvantage of wood block paving is that it is inclined to be always very slippery. It does not require a heavy rain to make going over wood block pavement dangerous for horses or motor trucks. A heavy dew will suffice to make the surface of a wood block pavement so slippery that horses will often fall and injure themselves and motor trucks will skid, causing danger and damage to themselves and other vehicles.

The team owners throughout the country are very much against wood block pavements. The newspapers have recently taken this up and are advocating some

other kind of pavement rather than wood block. Brick is better than wood block, and asphalt is better also, for although asphalt is very slippery when it is wet, it dries much more quickly than wood block.

In one city recently where the streets had been paved with asphalt, the aldermen decided that scoria block should be used between the street car tracks in order to afford a surface on which horses and motor trucks might travel.

Both motor trucks and horses are obliged to travel at a slow rate of speed over wood block pavements, owing to the slippery surface.

Is Against Closing of Fountains

Editor, THE TEAM OWNERS' REVIEW:—In reference to the closing of public drinking troughs for horses now being agitated in different Eastern Cities, I should like to call your attention to the 1912 report of the Metropolitan Drinking Fountain and Cattle Trough Association of London, which reads as follows: “There drank at its fountains approximately 913,000,000 horses. It has successfully resisted the attempts of prejudiced persons who assert that troughs spread disease and has never had a fountain closed, and though in 1903 there were reported 2,529 cases of glanders in London, in the quarter ending October 4, 1913, there were but 24 cases reported.”

With the above report in mind and knowing that the fountains in the city of Boston, even the common

troughs, are considered the best type of fountain to be found anywhere and that they are given the best of attention by the Water Department, I would doubt very much that the closing of the fountains in Boston has anything to do with the increase or decrease of glanders in the city. If there is an actual decrease in the number of cases of glanders it is due solely to the improved inspection of animals coming into the city and the removal of horses found to be infected with the disease. It is a well known fact in Boston that these two important matters have been overlooked.

George Foster Howell, in an article entitled "The Humane Treatment of the Horse," which was published in THE TEAM OWNERS' REVIEW for January,

1912, said, "In erecting new watering troughs be sure to copy the Boston model."

Without doubt there are hundreds of cities in the country where the watering troughs are a menace to horses, but this fact does not alter the underlying truth that fountains are manufactured that are safe to use on the public highways and furthermore the open trough is the only medium by which horses will obtain sufficient water during the day's work to keep them in good health and strength. My experience and what to me seems the most intelligent thought of the present day makes me a firm believer in an open sanitary fountain for horses.

J. A. THOMAS, Pawtucket, R. I.

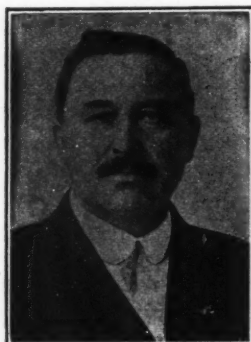
NEW ENGLAND NEWS

New England Office, THE TEAM OWNERS' REVIEW,
79 Portland Street, Boston, Mass

April 20.

Business in Boston is very quiet. The horse market is quiet. Oats are about 50 cents per bushel. Crops are looking good, especially the hay.

The Team Owners' Association of Boston are having vacation, therefore there was no regular meeting this month. Our next meeting will be in September. The officers are very busy getting out an advertising book, which they call their year book. They have been quite successful thus far.



W. D. QUIMBY.

There are two very important things to the horse owners in the United States—first is glanders—We are very glad to say that we believe glanders in Boston is on the decrease. The next important thing, is humane paving. Wood blocks and macadamized streets are very detrimental to every horse owner. A very large part of the lameness of horses may be traced to these very slippery pavements.

Our attention has been called to a practically new street paving. It seems to be the nearest to perfection of anything that has thus far been introduced. This paving has been used for a sufficient length of time to establish for it an enviable reputation for those who are trying to place it on the market. This new pavement is known as bitulithic. Some of the Boston streets have recently been paved with it and the team owners are much interested in the new pavement.

The bitulithic wearing surface laid on Dartmouth

street, Boston, from Newbury street to Beacon street, in the year 1903, using crushed stone macadam as a foundation, has proved so satisfactory during the past 11 years of its existence, that the property owners on Marlboro street, which intersects Dartmouth street, have urgently petitioned for several years that the macadam on Marlboro street, from Clarendon street to Massachusetts avenue, be surfaced also with bitulithic.

On May 25, Commissioner Rourke awarded a contract for surfacing the macadam on Marlboro street with bitulithic wearing surface. In 1905, 2 years after bitulithic was laid on Dartmouth street, Huntington Smith, of the Animal Rescue League, sought to have the slippery pavements of Boston regularly sanded. According to an account in the Boston Transcript, of February 20, 1905:

"Mr. Smith entered an earnest protest against the laying of any more asphalt pavement in this city, unless it could be of the kind recently put down in Berkeley and Dartmouth streets. There the asphalt has gravel or stone mixed with the surfacing, and it has proved to be far less slippery than the older streets of this kind. In fact, observers in the Back Bay neighborhood have failed to hear of cases where horses have fallen on the new material, and the testimony of drivers is that their horses get a reasonably sure footing there. The "asphalt" in Berkeley and Dartmouth streets referred to by the committee is the bitulithic pavement.

Commissioner Allen, of Pasadena, states that bitulithic pavement will wear better than asphalt and is practically skid-proof. Bitulithic paving carries crushed rock through to the surface and it is the crushed rock on the surface which prevents the skids. This grittiness of the surface gives horses a sure foothold and they show confidence by their free and easy gait the minute they strike a stretch of bitulithic pavement. Draught animals can start heavy loads with ease and pull up steep grades on Bitulithic. Fire apparatus prefers streets paved with bitulithic when responding to alarms. The horses run more freely and the wagons will not skid.

W. D. QUIMBY.

USE ONLY **U. S. HAMES**—THEY ARE STANDARD QUALITY

New York's New Van Ordinance

Through the courtesy of Grant Wayne, secretary of the Van Owners' Association of Greater New York, boroughs of the Brooklyn and the Bronx, THE TEAM OWNERS' REVIEW has obtained a copy of the ordinance allowing charges for moving household goods to be made by the hour, which recently became effective in New York City. For the benefit of storage warehouse and transfer companies in other centers where such ordinances are desired, the New York ordinance is reprinted below:

Resolved, That his Honor the Mayor be and he is hereby requested to return to this Board for further consideration an ordinance now in his hands entitled "An ordinance repealing sections 310, 311, 312, 313 and 314 relating to public carts and cartmen, and substituting a new ordinance in lieu thereof."

Which was adopted.

The paper was then received from his Honor, the Mayor, and is as follows:

The Committee on General Welfare, to which was referred on April 28, 1914 (Minutes, page 214) the annexed ordinance relative to public carts and cartmen, respectfully reports:

That the committee has held a number of hearings on this subject, which have been largely attended by representatives of all the parties in interest. Objections were raised to several provisions, all of which have been satisfactorily met in the ordinance herewith submitted. Members of the Board engaged in this occupation have been consulted, and have passed upon this ordinance favorably. It is believed that the regulations contained herein are in the public interest.

The committee recommends that the said ordinance be adopted.

Be It Ordained by the Board of Aldermen of the City of New York as follows:

That sections 310, 311, 312, 313 and 314 of the Code of Ordinances be and the same hereby are repealed and the following ordinance substituted in lieu thereof:

Section 310: This shall be known as the Public Cart Ordinance, and shall apply to vehicles and persons as enumerated herein.

Every vehicle, of whatever construction, drawn by animal power or propelled by any motor power, kept for hire or used to carry merchandise, household or office furniture, or other bulky articles within the City of New York for pay, shall be deemed a Public Cart, and the owner thereof shall be deemed a Public Cartman.

The Commissioner of Licenses is hereby empowered to appoint such inspectors as may be necessary to carry out the provisions of this ordinance and such inspectors shall be paid such compensation as shall be fixed by law.

Public carts shall be divided into two classes, i. e., motor driven public carts and horse-drawn public carts.

Horse drawn public carts shall be divided into two classes:

Class A—To include all public carts drawn by one horse and having an inside floor space of at least 40 square feet.

Class B—To include all public carts drawn by two

or more horses and having an inside floor surface of at least 70 square feet.

Motor driven public carts shall be divided into two classes:

Class F—To include all motor driven public carts having an inside floor surface of at least 70 square feet.

Class G—To include all motor driven public carts having an inside floor surface of at least 90 square feet.

In all of the above four measurements, a variation of not more than 5 per cent will be accepted.

The following annual license fees shall be paid:

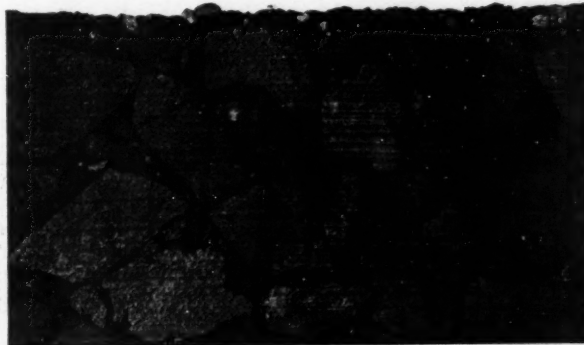
All public carts in Class A shall pay a fee of.....	\$2.00
All public carts in Class B shall pay a fee of.....	2.00
All public carts in Class F shall pay a fee of.....	5.00
All public carts in Class G shall pay a fee of.....	5.00

Such license fees shall be in lieu of and not in addition to any fees heretofore established, and except as above provided, no charge shall be made.

Application for licenses for public carts shall be made by the owner upon blank forms furnished by the Bureau of Licenses and such application shall contain the full name and address of the owner and such other information in regard to the vehicle and its owner as the Chief of the Bureau of Licenses may deem advisable. Upon the payment of the license fee herein provided, said vehicle shall be licensed by delivering to the owner a form of license blank approved by the Chief of the Bureau of Licenses, together with a plate to be affixed to a conspicuous and indispensable part of such Public Cart, on which plate shall be clearly set forth the official number of the public cart with the words "Public Cart," and the design or color of this plate shall be changed at the beginning of each license year.

The Bureau of Licenses shall keep a register of the name and address of each person owning or operating a public cart under this ordinance, together with the license number of the same, description and necessary dimensions of such vehicle, and such record shall be open to the inspection of the public at reasonable times and shall be a public record, and extracts from it may be certified to by the Chief of the Bureau of Licenses or his Deputy, duly authorized for use as evidence.

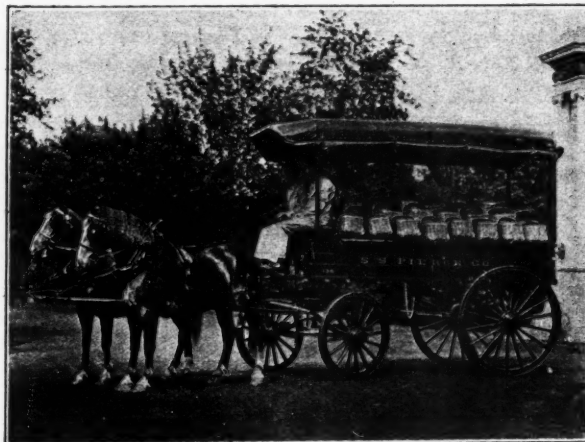
(Continued on Page 24.)



A sawed cross-section of a bitulithic pavement wearing surface taken from Dartmouth street, Boston, after eight years' use—Pavement laid 1903, sample taken 1911.



One of the turn-outs in the New York parade.



A prize-winning team in the Boston parade.

Work-Horse Parades in Various Cities

Boston, New York City, Baltimore and Allentown, Pa., had work horses on parade this year, the largest parade being held in Boston, where over 1,700 horses were in line, and the smallest in Allentown, where 300 passed the reviewing stand. About 1,500 took part in the New York parade and there were 600 in line at Baltimore. Many other cities celebrated horse tag day, Philadelphia, Pa., and San Francisco being the centers where the celebrations were largest.

The object of horse-tag day in San Francisco was to raise \$5,000 for a horse ambulance. In all \$3,000 was raised and the Society for the Prevention of Cruelty to Animals feels that the results of the day's work are very good. More than 400 women workers were in the field, the entire city being thoroughly canvassed.

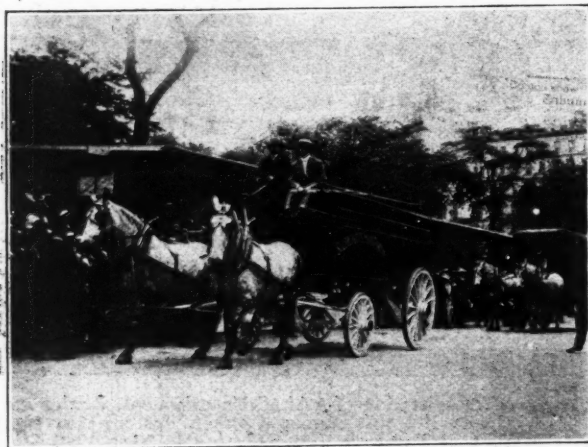
The Boston work horse parade was the largest ever conducted by the Boston Work-Horse Relief Associa-

tion. It was the twelfth in the history of the Association. The parade took 4 hours to pass the reviewing stand. The biggest prize of the day was the Lawrence gold medal for the champion four-horse team. This was awarded to R. A. Kennett's entry, a team, the average age of which is 19 years, and which has captured this coveted prize three times in the past 5 years. Mayor Curley presented the medal. The driver, Levi Clark, was given a driver's silver badge. He received an additional prize of \$25 as a special award and took first prize in the driving contest which preceded the parade.

"Follie," an unweaned colt wobbled along by the side of her mother, "Bess" of the street department of Boston and was given a special ribbon as the youngest horse in the parade, while "Black Jack," driven for Jennes & Co., by Christian Lorenson, carried off the honors as the champion old horse in the parade, with the remarkable age of 41 years.

Richard F. Boates, driver for Merrifield & Co., took second prize in the driving contest. He received special awards of \$4 from the Association and \$5 from the S. P. C. A., also for being a kind driver.

The city of Boston was one of the largest exhibitors, having nearly 50 horses in line. All of them received first-prizes. D. S. Woodberry & Co., were the heavy winners in Division F, of the truckmen. Their spans of handsome draught horses netted them six blue ribbons. Among the features of the parade were the trick horses, which brought rounds of applause from the grand stand. John J. Bergh, driver for Moulton & Holmes, presented one that told his age by tapping his foot on the ground, answered questions, and after shaking hands with his master, daintily kissed him. Other drivers put their horses through various stunts.



Passing the reviewing stand in New York.

To Edward D'Stacio, driver for L. A. Waterhouse, and to John A. Morehouse, driver for the Star Brewing Co., were awarded special gold medals for being especially meritorious in caring for their horses. D'Stacio drove his horse all through the parade without rein or bridle.

The reconstructed class of horses brought out vividly the good work which the association does and encourages in others. Each entry was roundly cheered when the history of the case was read by the announcer, Arthur G. Merwin. John J. Donovan took first prize and a \$5 award on a horse which has gained 300 pounds since it was purchased for \$75. Donovan has been offered \$250 for the horse by the man from whom he bought it. The driver who took this year's silver medal for the longest term of service was Thomas Murray, who has driven for the Boston Elevated railway for the past 37 years. Special silver medals were awarded John M. Brewer of the Davis Sand Co., Solon J. Richardson, of the City Laundry Co., and Louis F. Brier, of Jordan, Marsh Co., past prize winners who have each been in the employ of their firms for 40 years.

The biggest horses in the parade were a pair owned by Joseph G. O'Riordon and driven by Daniel Maloney. They weigh 2,100 and 2,356 pounds respectively, and work for the American Soda Fountain Co.

In the championship classes, the prizes went as follows: Singles, light horses, first prize, W. J. Higgins & Co., singles, middle weight horses, first prize, Salvatore Mercurio. In doubles, middle weight horses, the first prize went to S. S. Pierce & Co. For singles, heavy weight horses, the first prize went to the Stetson Coal

Co. For teams, the prize went to Atwood McManus.

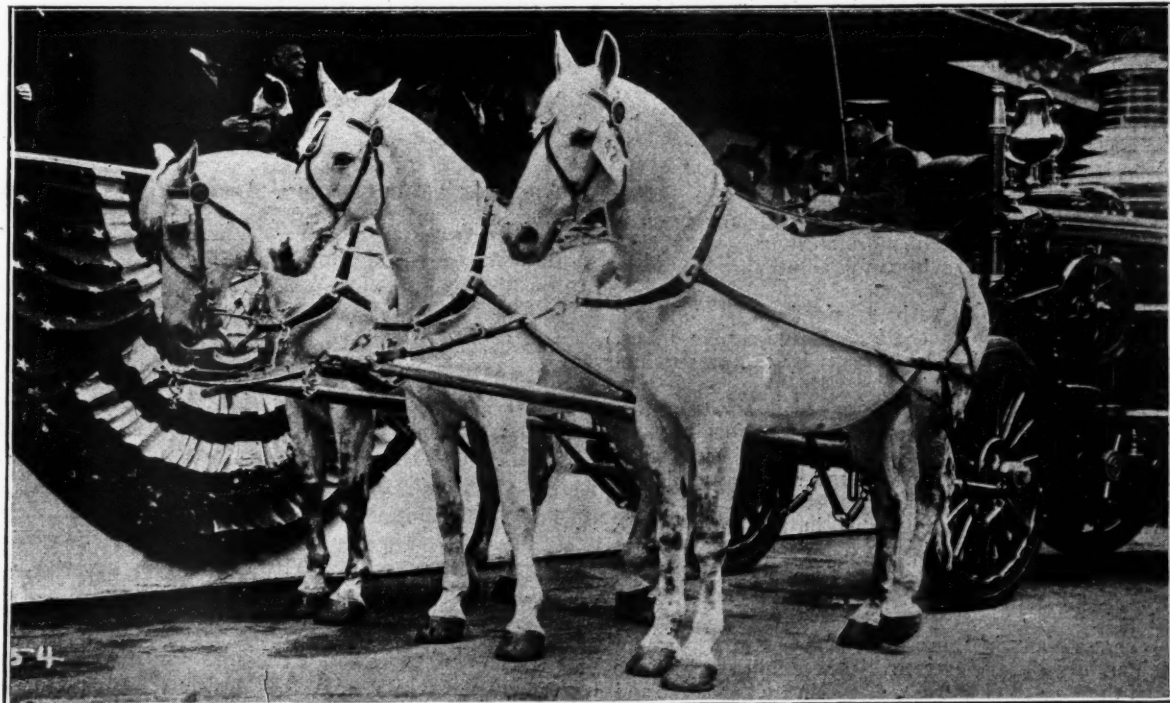
The old horse class was divided into five divisions. In Division A, the first prize, a silver medal went to Frank Boyd. In Division B, the first prize, a silver medal offered by the Animal Rescue League, was taken by C. Bowen. In Division C, the first prize, a silver medal offered by Mrs. Amanda E. Dwight was awarded to Howe & Co. In Division D, the first prize, a silver medal offered by Mrs. Dwight, went to the Carter Ink Co. In Division E, which was the division for the oldest horses, the first prize, a gold medal, offered by the Massachusetts S. P. C. A. went to Dennis E. Perkins.

W. D. Quimby was the chief marshal of the parade. His assistants were Dr. P. J. Cronon, Arthur C. Merwin and William Rodman Fay. The announcement of the prizes was made by Arthur C. Merwin and Dr. Madison Bunker. More than 15,000 people viewed the parade.

The eighth annual work horse parade in New York City attracted great crowds. Not only horses, but dogs as well, took part in the parade. The police department had forty-one horses entered. Prizes were awarded to twelve police horses.

The Fire Department always gets a good share of applause, and Commissioner and Mrs. Robert Adamson both looked pleased and happy when the heavy engine of Company 14 came up, drawn by three big white horses, Lightfoot, Reporter, and Jim, 16, 12, and 10

(Continued on Page 25.)



Prize-winning fire horses in the New York parade.

New York's New Van Ordinance.

(Continued from Page 21.)

Section 311. The amount to be charged for loading, transporting, or transmitting and unloading of merchandise, household or office furniture, or other bulky articles, made by a public cartman, may be agreed upon in advance and such contract or agreement shall control and regulate the employment. In every case where such agreement is entered into, it shall be the duty of the public cartman to furnish the person with whom he contracts a written memorandum, to be signed by both parties or their responsible and authorized representatives, setting forth clearly the terms of the contract. This memorandum shall be upon blanks to be approved by the Bureau of Licenses.

The legal rates for transporting merchandise, household or office furniture, or other bulk articles (other than pianos), including the loading and unloading thereof, unless otherwise agreed upon as set forth in the foregoing paragraph, shall be as follows, said charges to commence from the time of arrival of vehicle or vehicles at the place from which articles are to be transported, and to end when articles are delivered;

Where a vehicle drawn by one horse, and having an inside floor surface of at least forty square feet (including the driver thereof), is used, \$1.25 per hour, said vehicle to be propelled at not less than three miles an hour.

Where a vehicle drawn by two or more horses, and having an inside floor surface of at least seventy square feet (including the driver thereof), is used, \$1.50 per hour, said vehicle to be propelled at not less than three miles an hour.

Where a motor-driven vehicle, having an inside floor surface of at least seventy square feet (including the driver thereof), is used, \$1.75 per hour, said vehicle to be propelled at not less than eight miles an hour.

Where a motor-driven vehicle, having an inside floor surface of at least ninety square feet (including the driver thereof), is used, \$2.50 per hour, said vehicle to be propelled at not less than eight miles an hour.

For the services of each man in addition to the operator or driver, 50 cents per hour.

The number of men to be engaged on any one job or operation is not to exceed four, including the driver, except when especially agreed upon by the person hiring the public cart.

In case any vehicle, while engaged in the transportation of merchandise, household or office furniture, or other bulky articles, should break down or become disabled through any cause, no charge shall be made for the period of such disability.

Where a piano is transported in the same public cart as other articles of household or office furniture, and is part of the same operation or job, an additional charge of not exceeding \$1.50 may be made for transporting it.

Where a piano is transported as a separate operation or job and the distance traveled is three miles or less, the charge therefor shall not exceed \$3, including labor and use of vehicle therefor; for each additional mile or part thereof, 50 cents.

For transporting pianos either up or down one or more flight of stairs, 50 cents for each flight.

For transporting pianos up or down, by means of elevator, \$1 additional.

Where the handling of a piano involves the use of a hoist, tackle and rigging at either or both ends of the operator or job, a charge of not more than \$5 additional will be permitted.

Section 312. All disputes as to the rate or amount of compensation shall be adjusted by the police officer in charge of the police station nearest to the place where such dispute is had. On failure to abide by the decision, the said load or a part thereof sufficient to secure charges shall be taken to a convenient storage warehouse and a notice, in writing, with a brief statement of particulars, shall be sent at once by the public cartman to the Bureau of Licenses.

AMENDMENTS to an Ordinance relating to Carts and Cartmen, introduced by Alderman Brush.

Be it ordained by the Board of Aldermen of the City of New York as follows:

That Ordinance, Introductory No. 568, be amended as follows:

In the third paragraph of section 310 substitute the words "Commissioner of Licenses" for the word "Mayor."

Amend the following sentence introductory to the sale of license fees in section 310: "The following license fees shall be paid," by inserting the word "annual" so that the sentence shall read: "The following annual license fees shall be paid."

In the next to last paragraph in section 310 add at the end thereof the following: "which shall be August first of each year," and strike out the period after the existing words "each license year."

Wherever the words "Chief of the Bureau of Licenses" occur substitute the words "Commissioner of Licenses," and wherever the words "Bureau of Licenses" occur substitute the words "Department of Licenses."

Which amendment was adopted.

The Vice-Chairman then put the question whether the Board would agree to adopt said ordinance as amended. Which was unanimously decided in the affirmative.

Another Team Owners' Association Organized

The Team Owners' Association of Utica, N. Y., was formed at a meeting in the Utica Hotel, on June 11, following a dinner which was attended by about fifty employers of teams. A constitution and by-laws were adopted and officers elected. The following are the officers of the association: President, M. T. Bannigan, of McQuade & Bannigan; first vice president, C. A. McKernan, of the Utica Carting Co.; second vice president, N. W. Denton, of Denton & Waterbury; treasurer, Edward Smith, of Smith & Riley, and secretary, C. J. Faas.

The directors are as follows: One year, T. P. Eldred, of the American Hard Wall Plaster Co.; two years, Fred Owen, of W. E. Owen & Co.; three years, N. D. Peters, of N. D. Peters Co. About 75 per cent of the team owners of Utica was represented by those present. This includes coal dealers, truckmen, supply concerns, feed dealers, mill owners and other employers.

By THE UTICA CARTING CO.

Public Watering Troughs.

(Continued from Page 15.)

every way possible to carry out the purposes of the regulation.

The members of the Philadelphia Team Owners' Protective Association own about 80 per cent of the horses in Philadelphia. This organization is in full sympathy with this measure and are willing to furnish buckets for each of their teams and issue orders to drivers to water their horses only from them.

We should all make a determined effort to exterminate glanders in the next few months and thus prevent further suffering and losses from this preventable disease.

Very truly yours,

(Signed) C. J. MARSHALL, State Veterinarian.
Philadelphia, Pa., June 12, 1914.

Dear Mr. Gabrylewitz:—The following is the regulation adopted by the State Livestock Sanitary Board at a meeting on June 10th:

RESOLVED, that in accordance with the provisions of the Act of April 1st, 1905, P. L. 100, and the Act of July 22d, 1913, P. L. 928, no public watering troughs or other vessels used as receptacles for water shall be kept open or in use in any borough or city within the Commonwealth during the prevalence of glanders among animals subject to said disease.

This is the regulation I thought would have to be sent to you from Harrisburg when you were speaking over the telephone to-day.

Very truly yours,

(Signed) C. J. MARSHALL, State Veterinarian.

MR. THEODORE GABRYLEWITZ, 246 N. Sixty-first St., Philadelphia, Pa.

Mr. Theodore Gabrylewitz, Secretary National Team Owners' Association, 31 North Sixth street, Philadelphia, Pa.

Dear Sir:—Since January 1st, 1914, the State Livestock Sanitary Board had quarantined or destroyed over sixty horses for glanders in Philadelphia. In previous years it has run as follows:

Number killed for glanders during 1908.....	33
Number killed for glanders during 1909.....	62
Number killed for glanders during 1910.....	36
Number killed for glanders during 1911.....	18
Number killed for glanders during 1912.....	53
Number killed for glanders during 1913.....	37

While it cannot be considered widespread in the city, something should be done to prevent the spread of the disease and to exterminate what cases we have. The first move that should be made in this line is to close up the public drinking places for horses and to require drivers to carry buckets to water their horses only from their own private receptacles.

I should be very glad if your Association would assist in bringing about this desirable change.

Yours very truly,

(Signed) C. J. MARSHALL, State Veterinarian.

Work Horse Parades in Various Cities.

(Continued from Page 22.)

years old, and carried off a blue ribbon and a Speyer silver medal. Louis Lubeker, with the engine tender of the same company, driving Ranger and Bushmill, 11 and 7, took a red ribbon; and William S. Carney, driving Ben Hur, Brenham, and Medford, 23, 19 and 15 years old, carried off a blue ribbon and medal for Hook and Ladder truck 12.

Bellevue, Gouverneur, Harlem, and Fordham had their ambulances out for prizes, James Munsy in the former driving Tom, 22 years old. Commissioner of Parks Cabot Ward, who was also on the grand stand, smiled when Stephen Carey, driving "No. 48," 17 years old, of the Park Department, got blue ribbon. No. 48 trotted off looking like a ribbon shop, for this was the eighth rosette to his credit. The Departments of Corrections and of Charities also took ribbons. William McKibb, driving Mollie, 18 years old, took a blue ribbon and medal for the Street Cleaning Department.

Miss Elsie de Wolf gave the veteran drivers prizes—five of them \$5 to \$25. This class is open to drivers who have been with their present employer or a predecessor 20 years or more. The length of service of the horse is also considered. The \$25 was carried off by John J. Timms, who has been driving for James H. Dykman for 21 years, and his horses, Baby and Pony, respectively, 29 and 28 years old, had been 24 and 23 years in service. Robert Moloy, of Todd & Co., had been the longest time in the service of one house, 53 years, but his horses had been only 6½ years in service. He got the second prize.

Horses of 19 and 20 were nothing but colts in the old horse classes. Tom, who was driven by Oscar Adams for Ely J. Rieser & Co., was 35 years old, and Bill, Mike and Dan, driven by James Cody, Louis Flamboy and John J. McGinness for J. J. Sullivan, were 30, 30, and 29 years old. Leo H. McGowan drove Baby, who was 29 years old, and Jerry, driven by Charles Dietrich was 30. Charles Rothchild's Harry Boy was 30 and Antonio Campiglia took a third prize for his horse Paddy, who was 30. The condition of the horse for his age was considered in awarding the prizes and the oldest horses did not always win first honors.

A pair of mules, Barney and Olive, each 14 years old, driven by Richard Roberts for Robert A. Keasby Company, carried off a prize easily—they were the only entry in the class.

A tiny black goat was the most interesting of the mascots. He was tucked away on the seat beside Ernest Leaver, Jr., a general truckman, who was driving Buster, 18 years old. Buster took a yellow ribbon, but his little goatship got a blue one and lots of applause.

Everything about the procession moved smoothly. The judging was done earlier in the day and only the prize winners passed the grand stand at Madison Square.

MOTOR HAULAGE AND DELIVERY

Demountable Van Body Used in Cleveland.

The People's Transfer Co., of Cleveland, Ohio, is using a demountable van body on its $3\frac{1}{2}$ -ton Standard of Ohio motor truck, made by the Standard Motor Truck Company, of Cleveland, O., which makes it possible to use the truck as a stake body vehicle or as a van as may be desired. Through the use of this body, the idle time of the truck when van work is slow is avoided, as the van body may be removed in 15 minutes and the stakes dropped into their places. The truck is then ready for any work that it may be called upon to do.

The van body is $7\frac{1}{2}$ feet high, 6 feet wide and 14 feet long inside. The bottom of the body is only 38 inches from the ground when the truck does not carry a load. The truck is guaranteed to carry $3\frac{1}{2}$ tons in the van body and 4 tons when the van body is not used.

The removal of the van body is accomplished by means of a hoisting apparatus which may remain permanently in the garage. The hooks from the hoisting apparatus are attached at the top corners and the body quickly and easily removed. Only two men are required for changing the body. The cost of the hoisting apparatus is about \$50.

The interior of the body is finished with a view to the protection of its load from injury. There are no bolt heads or obstructions of any kind and the corners of the body are rounded. There is a guard rail which is part of the platform body, and this is 6 inches away from the van body proper so that there is no danger of scraping the lettering or the finish on the van body. Heavy folding iron doors close the rear of the body. These may be locked so that the truck may stand on the street without danger of any of its contents being stolen.

Electric lighting is employed on the vehicle, there being three lights inside the body. These are so located as to serve the purpose of the ordinary signals which all motor vehicles are required by law to carry after nightfall. Two of the lights are placed in the

extreme front upper corners of the body and the other at the rear, serving as a tail light. These lights are a great convenience in loading or unloading after dark.

The van body is made in four distinct sections, dovetailed together so sturdily that it is not affected when hoisted from the truck in making a body change, even though it carries a load. The panels are of wood; the corners are metal reinforced with wood outside and the body is strengthened throughout with hand-forged iron. Not only the People's Transfer Co., but John Becker and A. Kammerer, also of Cleveland, are using Standard of Ohio trucks fitted with this type of demountable body.

Department Store Adds to Fleet.

Mrshall Field & Co., of Chicago, have bought twelve more Packard three-ton trucks to add to their equipment. This addition to the Field fleet represents in itself an investment of more than \$40,000. Since December, 1908, the Chicago store's officials have purchased twenty-one Packard trucks, the latest purchase making a total of thirty-three.

This company uses Packard three-ton trucks for freight and furniture hauling, but especially for hauling route trunks from the retail store to the sub-delivery stations from which parcel deliveries are made.

The trucks are in service practically every day in the year, working 10 hours a day and making an average of from 40 to 50 miles a day. During the holiday rush season, December 1 to 25, they work double shifts. Two crews are used and the length of daily service is from 18 to 22 hours.

The oldest Packard in the service of the Field company is known as No. 802. It has been at work for them since January 1, 1909, and in that time has traveled more than 40,000 miles.

Plan Owners' Supervision.

The Motor Truck Club of America, which has very carefully systematized its activities with a view of improving results from the use of motor freight carrying vehicles, has devised a plan for the mutual supervision of the drivers of machines owned by club members, which has already become operative. While the intention is to protect each other, the supervision will extend beyond the membership and will only be limited by the observance of the members.

The details of the plan have been practically determined, but it is probable that these will be further systematized as time develops need, and as the resources of the club are concentrated. Each member of the club is expected to observe any instance of negligence,



Standard of Ohio Truck, Complete With Van Body, Used by the People's Transfer Co., of Cleveland.

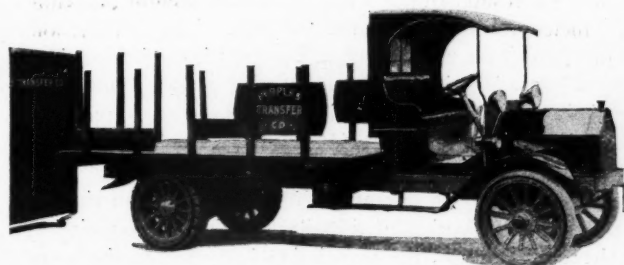
incompetency or unreasonable use of a machine and to make report of the happening to the club secretary by means of printed postal cards supplied by the club.

Aside from the secretary no one will know the source of the information. On receipt of the cards the secretary will have written communication with the owner, directing attention to the specific instance, and in this manner informing him of facts that he can be guided by. It is also a purpose to notify vehicle manufacturers of instances of overloading and of use of machines without sufficient tire equipment, because in cases of this kind the guarantees are extremely important to the owners and ought not to be sacrificed through fault of the drivers, and at the same time protection is due to both the tire and the truck manufacturer. The facts thus far developed by the system have been found to be very useful. The drivers, however, are hardly expected to indorse the supervision.

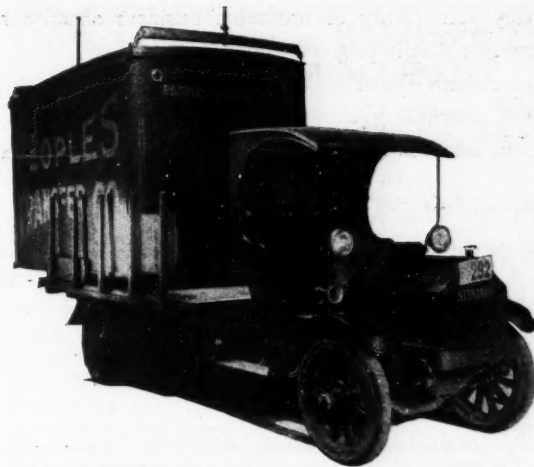
The technical committee of the club has prepared a correspondence course of five lessons, which are intended to better the knowledge of the drivers in a practical way, and this is open to drivers employed by members at a price that is nominal. The committee has given this subject a great deal of attention and the belief is that the drivers can profit materially through the study of the course. The club has inaugurated a campaign to standardize shop practice and repair charges with a view of protecting the members against overcharge and to insure uniformity of the work done, so far as this is practical.

Econom, New Truck Fuel.

Econom is the name of a new fuel for use in motor truck and other internal-combustion engines, which has recently been announced in Great Britain. The new fuel consists of 80 per cent kerosene, the remainder being chemicals which form an emulsion. This mixture is then distilled, the resultant fuel being cheaper than gasoline, in England at least, and is said to give more power from the same motor. It is further claimed that the new fuel gives practically perfect combustion so that there is almost no carbon deposit in the cylinders. It is said that the fuel can be used with the same carburetor adjustment as gasoline. At the present time the new fuel is not on the market, but a plant to distill 20,000,000 gallons a year is said to be under construction.



People's Transfer Co.'s Truck, With Van Body Removed, Ready for Duty As a Stake Body Vehicle.



Showing How Van Body Is Removed from the Truck Used by the People's Transfer Co., of Cleveland.

Electric Show for Fall.

Plans are now being prepared for the Eighth Annual Electrical Exposition and Motor Show, to be held in the Grand Central Palace, New York City, October 7 to 17, which, it is thought, according to present indications, will be bigger and better than last year, whose success was considered phenomenal. As in previous years, the electric vehicle industry will have the most important group of exhibits in the show, the demonstrating track and model garage which were features of last year being reproduced for the 1914 show.

Last year's exhibits were 50 per cent greater than the year previous, and on the last day of the show all previous records of attendance in a single day were broken, 35,000 paid admissions being reported in spite of a stormy day.

Gasoline Price Cut 1 Cent.

Gasoline has dropped from 16 cents to 15 cents a gallon wholesale to garages in New York City. This drop of 1 cent was made in two sections, first in Brooklyn and Long Island and then in Manhattan, the Bronx and Richmond. These prices apply to gasoline sold by the Standard Oil Co. In New Jersey, gasoline sold by the Texas Co., is being sold at 14 cents a gallon, retail.

Orders More Motor Trucks.

The Adams Express Co. has purchased from the Autocar Co., of Ardmore, Pa., twenty-five additional Autocars, making 213 in all operated by this company. It is reported that this company has entirely discontinued the use of horses in its Philadelphia territory. The purchase of twenty-five more Autocars by the Adams Express Co., is taken by some as an indication that business conditions are not as bad as they have been painted. It certainly shows that this express company is not as much afraid of the parcel post as many outsiders might be led to believe. It seems that this

company sees plenty of profitable business ahead for the concern that is properly equipped to get it.

The Adams Express Co. first tried Autocar vehicles in 1909, purchasing eleven cars at that time. These were put into commission in various localities and tried out, with the result that the express company has purchased 202 more Autocars and is a great believer in motor delivery.

New Truck Association Organized.

Dealers and others connected with the motor truck industry in Philadelphia have organized the Motor Truck Association of Philadelphia, the object of which is to advance the interests of the motor truck industry, promote the use of commercial motor vehicles and to assist the individual dealers and agents by co-operation.

E. B. Jackson, of the Packard Motor Car Co. was elected president; Emlen S. Hare, of the Commercial Truck Co. of America, vice president; J. D. Howley, of the White Co., treasurer, and W. H. Metcalf, of the Bartlett Garages, Inc., secretary. Secretary Metcalf will have his offices at 17 North Twenty-first street. Monthly meetings will be held at the Adelphia Hotel.

Quick Lumber Handling.

The Hawkeye Lumber & Coal Co., Cedar Rapids, Ia., one of the largest concerns in that city, does an extensive lumber business, deliveries being made for considerable distances outside of the municipality. For years haulage was by animals and the experience with these was practically the same as those using them for highway transportation. The company purchased a two-ton B. A. Gramm's truck for use on the longer hauls, or where it could be advantageously utilized.

The purpose was to keep the machine moving as much of the time as was possible, and experience soon demonstrated that with the best yardmen working but little gain could be made in loading, while unloading was quite as slow a process, for only the driver might be available to do this work. As an experiment a number of crates were built, these consisting of a stout platform with stanchions or stakes at either side. These were placed on yard hand trucks and loaded in the yard or lumber sheds, the trucks being eventually placed on loading platforms so that the decks of the hand and motor trucks were about the same level.

The motor truck is backed to a loading platform and the hand truck moved as close to it as is practical. The platform of the crate is dropped on to a roll set slightly above the deck of the motor truck. By turning the roll with a hand crank the crate is drawn on to the motor truck, other rolls taking the load as it advances, one man in this manner moving the load quickly and without hard labor. When the load and the crate is on the motor truck it is secured with a binding chain or rope and can be carried wherever desired. At the destination the

load is unbound, and by reversing the movement of the rolls the load is dropped easily to the ground. The crate is picked up at convenience or when the next load is delivered.

The loading of the crates is done by the yardmen without reference to the work of the machine, there being a sufficient number so that there is no need of waiting for those sent out with deliveries, and work can be planned very systematically. The company uses crates for lumber in length and also for shingles, sash, doors, blinds and other materials in bundles. This method of handling has been found to be very economical of the time of the men and the machine, and the cost of equipment is not only trifling, but when once procured will serve for a long period of time.—From "The Motor Truck."

To Make Benzol in America.

The United States Steel Corporation is to construct a plant for the manufacture of benzol in conjunction with its coke ovens at Farrell, Pa. The plant will cost approximately \$400,000, and it is expected that it will be finished in about a year.

Benzol has been used to considerable extent in Europe in internal combustion engines and it is said to have greater fuel values than either alcohol or gasoline. The United States Steel Corporation has produced benzol in small quantities and has found that it can be made in sufficient quantities wherever coke ovens are located to warrant taking it up as a commercial product. It may be used with carburetors which are constructed for use with gasoline.

Electric Vehicle Convention in Philadelphia.

The Electric Vehicle Association of America, will hold its fifth annual convention this year in Philadelphia during October, the exact date to be announced later.

The Philadelphia Section, organized during the present administration, now having a membership in excess of fifty, secured during its short life of a few months, is planning to make the 1914 Convention not only the largest, but the most interesting and constructive that the association has ever held.

The papers to be presented this year will be of an unusually high class. They will extensively treat with a large number of pertinent subjects. The titles and authors of the papers will be reported from time to time. An effort is being made to have all papers printed and available fully one month in advance of the Convention, so that sufficient time will be given for their proper study and consideration.

It will be of interest to know that at the time of the last convention of the Electric Vehicle Association, held in Chicago, the association had 437 members and sections in New England and Chicago, aside from the general office activities in New York.

At this time the association has about 650 members, a gain of over 200 in 5 months, or at the rate of about 500 new members a year, and there is every reason to feel that the 1,000 membership mark will be reached by next October.

Whereas the association last year had but two sections, sections are now established in New England, Chicago, Philadelphia, Washington and Cincinnati, with every likelihood that at least ten sections will have been organized by the time of the next convention.

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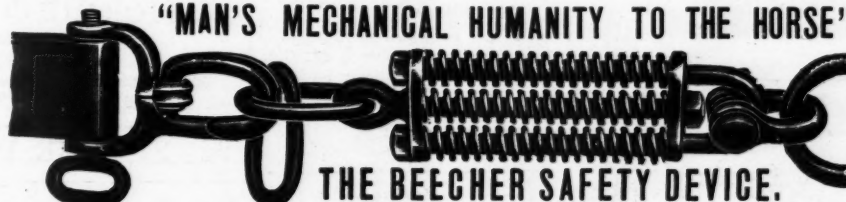
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Boston Office, 1004 Old South Building.

See Page 32.

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PIANO AND FURNITURE
PACKER, MOVER & SHIPPER
Safe Mover—Freight and Baggage Transfer.
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The Meade Transfer Company

General Freight Forwarders

Transfer Agents of the

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West End Storage Warehouse

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Moving, Packing and Shipping, Storage

Warehouse and Silver Vaults.

NEW YORK CITY.

Metropolitan Fire Proof
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PIANO MOVING A SPECIALTY.

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Storage & Transfer Company,

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**MURDOCH STORAGE &
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Successor to

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546 NEVILLE STREET, PITTSBURGH, PA.

**TRANSFER, WAREHOUSE AND STORAGE COMPANIES' DIRECTORY.
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LET US MOVE YOU
Packers, Movers, Shippers and Storers of
Household Goods.

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Moving, Packing and Storing | GENERAL
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**J. O'NEIL, EXPRESS AND
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813 W. Diamond Street, Northside.

Unsurpassed Facilities for Stor-
ing, Handling, Transferring
and Forwarding Goods.

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GENERAL, COLD AND RONDED STORAGE
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PORTLAND, ME.

Chase Transfer Company

General Forwarding Agents

Eastern Steamship Company, Maine Steamship
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Special attention to Carload Consignment.

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GENERAL FORWARDING AGENTS

Special Attention Given to Pool Cars

ROCHESTER, N. Y.

Rochester Carting Company,

164 ANDREWS STREET.

Movers of Pianos and Household

Furniture.

ST. LOUIS, MO.

Columbia Transfer Company

Special attention given to the
distribution of car load freight.

Depots: St. Louis, Mo., and East St.

Louis, Ill.

FOR SALE

a well known, profitable

**STORAGE and
TRANSFER PLANT**

located in the middle west.

One worthy of the invest-
igation of any operator.

C. D. RENNIKS,

Topeka, Kansas.

**BRING the
PASTURE to
your STABLE**

The medicinal qualities
of roots, herbs, barks and
grasses which a horse
gets at pasture are fur-
nished in

-NUTRIOTONE-

It supplies just the tonic
and laxative qualities
necessary to keep horses
healthy and ready for
work.

Used by big firms for the
past twenty-five years.

W. D. CARPENTER CO.,
Syracuse, N. Y.

PROGRESSIVE

**Storage, Warehouse and
Transfer Companies**

You can facilitate your busi-
ness and secure the grati-
tude of your patrons having
household goods to remove
by advising careful stowing
of cars, especially for long
hauls, particularly to the far
West.

The sale of second-hand goods
accumulated for years brings
but a small fraction of their or-
iginal cost.

The householder is loth to
part with the association re-
flected in many keepsake or
heirloom of sentimental value.

**MAY WE NOT BE OF
ASSISTANCE TO YOU
IN THIS CONNECTION?**

You're likely to have occasion
any moment for the use of such
information published in our in-
formative booklet, copy of which
we'll be pleased to send you or
prospective shippers upon re-
quest. Just drop us word, or
phone us in Cities below.

**Forwarding Specializers
for Fourteen Years.**



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Eastern Office, 29 Broadway, New York
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402 Traction Bldg., Cincinnati
729 Pacific Bldg., San Francisco
929 Van Nuy's Bldg., Los Angeles
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VIEW, WHEN WRITING TO ADVERTISERS. PLEASE MENTION THE TEAM OWNERS R



This Dump Box Fits Any Wagon Gear

and turns it into a first-class dump wagon that will handle sand, gravel, stone, ashes or anything else, at 1-3 the usual cost. Spreads any material evenly, too. Load evenly distributed makes easy draft.

Quicker Than Dump Boards

Only the driver required at dump. Just a slight stroke of the heel and load is gone. Not necessary to even stop team. Bottom easily raised by foot ratchet. Locking device makes accidental dumping impossible. Quickly pays for itself in time and labor saved.

No Complicated Parts

to break or get out of order. Box made of long leaf yellow pine, not affected by moisture. Steel truss supports bottoms crosswise and absolutely prevents sagging. Two middle bottoms protect reach from end to end.

Satisfaction Guaranteed

or money refunded. Send for literature containing complete description, prices and testimonials. Address

Everett Manufacturing Co.,
38 Lake Street, Newark, N. Y.

Do You Need A Jack?

Kelly's Albany Jack is one of the best on the market and the price within the reach of all.

Send for
price list
to-day.



L. J. KELLY MFG. CO.
Albany, New York

CORONA WOOL FAT FOR HORSES' FEET



[THE BARN BOSS SAYS—Gentlemen:
We have been using Corona Wool Fat on our horses' feet for the past four years and are highly pleased with results, and would not want to be without this hoof ointment which keeps the hoof soft and in a healthy condition. Very truly yours,
MORRIS PACKING COA., per A. B. McLaren, Barn Boss.

CORONA WOOL FAT IS EXTRACTED FROM THE WOOL OF THE SHEEP, and is readily absorbed by the hoof. It is the only compound ever produced for the relief of Hard and Contracted Hoof, Quarter Crack, Split Hoof, Speedy Crack, Wire Cuts or Wounds. The horse with a good sound hoof gives better service, and CONSUMES LESS FEED than the animal with hard feet. WHY? Because with sound hoofs he does not waste nervous energy which must be supplied through the feed box.



If for no other reason than that of profit, it will pay every horse owner to use Corona Wool Fat, on our liberal offer—

**20 Days Free
Trial Given**

Before and After
Using Corona.

We will send any horse owner, prepaid parcels post, a \$3.00 pail of Corona Wool Fat for a 20 day test. If satisfactory, send us \$3.00—plus one-half of the postage required to mail it.

If not satisfactory, write us, and it costs you nothing. All we ask is that you USE Corona Wool Fat consistently, and we agree to abide by your verdict.

**DO IT NOW—ORDER TO-DAY BEFORE
YOU FORGET IT.**

The Corona Mfg. Co.,

No. 111 Corona Block, KENTON, OHIO.

Columbia Antiseptic Healing Powder

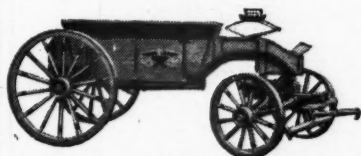


cures sores of any kind on man or beast. A fine, white powder with wonderful healing properties.

Write and ask us how to obtain our Ivory Finish Statuette of a Horse.

The F. C. STURTEVANT CO.,
243 State Street, Hartford, Conn.

If you do not use Eagle Dump Wagons, we both lose money. Address.



**THE EAGLE WAGON
WORKS,**
Auburn, N. Y.

PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN

P. F. BURKE
DARRELL & D STS. SO. BOSTON, MASS.

MANUFACTURER OF

PATENT STEEL TOE CALKS

BLUNT AND SHARP

Also BURKE'S IMPROVED

HORSE SHOERS' FOOT VISE

DIES FOR WELDING SHARP CALKS



**Pinkerton & Co.'s
FAMOUS CONCENTRATED
VETERINARY REMEDIES**

Not a CURE-ALL for every member of the animal kingdom, but a line of Remedies Especially prepared by Experts for the Special Ailments peculiar to Horses.

The Sure, Speedy, Permanent results obtained by Horse Owners everywhere are our GREATEST ADVERTISEMENT. Send for Booklet and Price List.

PINKERTON & CO.,

78 Bagley Ave., Detroit, Mich.

Two men delivered 17 pianos in one day with this truck.



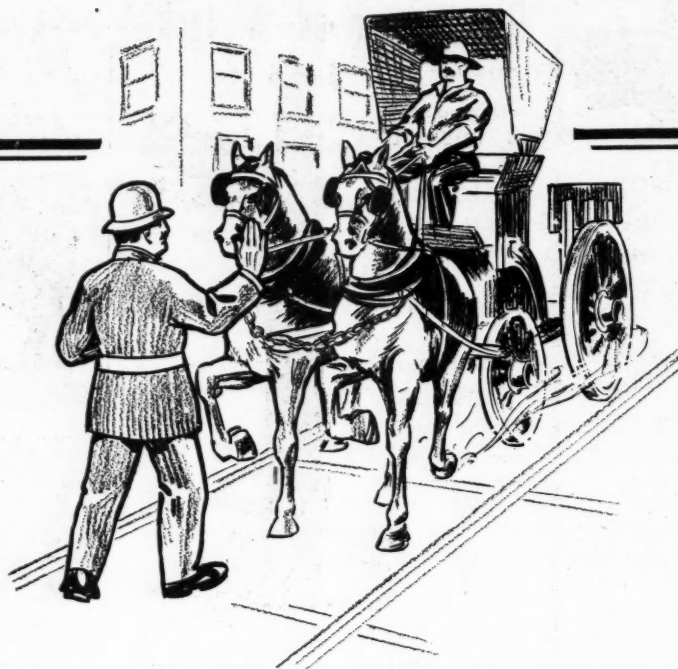
W. T. SLEIGHT MFG. CO.,

303 Wulsin Building,

Indianapolis, Ind.

WRITING TO ADVERTISERS.

W
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W
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Members of the National Team Owners' Association

- ¶ It costs real money to finance a National Association.
- ¶ The good results reported at the recent convention in Pittsburgh, were not obtained without great expenditure of cash.
- ¶ More good work that will benefit you was outlined at the convention for this coming year.
- ¶ Here is your opportunity to help finance the National Association.
- ¶ For each new subscriber that you send us we will contribute \$1.00 to the treasury of The National Team Owners' Association. (If you send us a subscription for three years we will contribute \$3.00.)
- ¶ Use the form below and mail it to us to-day.

THE TEAM OWNERS' REVIEW,

Westinghouse Bldg., Pittsburgh, Pa.

Enclosed you will findDollars for years subscription to THE TEAM OWNERS' REVIEW. This subscription is sent you with the understanding that you will contribute a similar amount to the National Team Owners' Association.

Name

Address

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Molassine Meal

MADE IN ENGLAND

A scientific feed made under a patent formula, backed by 20 years of unbroken success with farm, team and truck horses—trotters, brood mares and colts. A feed with a distinct, individual value.

Made by a special prepared process which produces a feed absolutely unlike anything in the world.

For 20 years it has watched imitators come and go, yet today Molassine Meal is the one and only feed of its kind that will produce the results claimed.

COLIC and INDIGESTION

kill an enormous number of horses every year. Eliminate these diseases and a great loss is saved. Molassine Meal prevents colic and indigestion.

The Leading Veterinary in Lawrence, Mass., Says

Dear Sirs:—I have recommended Molassine Meal for horses that were off their feed, and for bowel complaint, worms, etc., and it has proven satisfactory.

I have given a thorough trial in my own stable and the results are very satisfactory. I think it well worth the consideration of any man who has horses, if they feed as you direct.

(Signed)

Very truly yours,

DR. GEO. S. FULLER.

Caution to Horsemen !

*Insist on having Molassine Meal, as nothing else will take its place.
Look out that dealers don't give you some other feed*

You need have no fear about its keeping qualities, it has no "expiring date" when it ceases to be good—MOLASSINE MEAL gives satisfaction 12 months in the year.

Nothing takes the place of Molassine Meal, it is not to be fed alone, but is always fed with your regular ration.

Feed three quarts per day to each horse in place of the same quantity of other fodder.

We have a new Horse Book—drop us a postal card for it.

Our illustrated Souvenir Book is also worth sending for

Look for this
Trade Mark
on every bag.



"MOLASSINE MEAL" is put up in bags containing 100 lbs. Ask your Dealer for it or write direct.

MOLASSINE COMPANY
OF AMERICA.

324 Board of Trade,

Boston, Mass.

St. John

Montreal

Toronto

Winnipeg

Established in 1866.
Transfer and Delivery Wagons



Soon show the kind of material that has been put into them. Our wagons are carefully constructed with the very best material and workmanship. All lumber used in constructing our wagons is air seasoned. We guarantee the durability of our wagons and they will stand the wear and tear to which this class of vehicles is subjected. Write to-day for our catalogue. Do it now.

KOENIG & LUHRS WAGON CO.
QUINCY, ILL.

"The Capewell" Horse Nail

is an old and reliable product.

Its use will protect your horses and save unnecessary shoeing bills.

Experts in all sections testify that it is the best nail. Those shoeing horses on the Grand Circuit have for years used "The Capewell."

It will pay you to find out what brand of nail is used on your horses.

Every "Capewell" nail has a check mark on the head—our trade mark.

Sold at a fair price—not the cheapest regardless of quality. Any shoer can afford it.

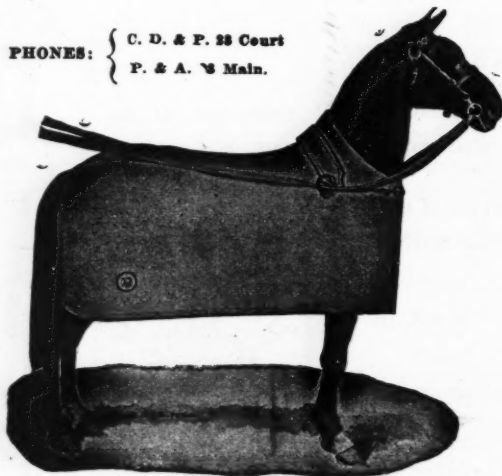
"The Capewell" is the real quality nail. Holds best—drives easiest and is absolutely safe.

MADE BY
THE CAPEWELL HORSE NAIL COMPANY
HARTFORD, CONN.

Largest Makers of Horse Nails in the World.



PHONES: { C. D. & P. 28 Court
P. & A. 3 Main.



We are
The Original and Only
Manufacturers of the
famous

STAG BRAND WATERPROOF

HORSE AND WAGON COVERS.

FOR SALE BY ALL LEADING SADDLERS
THROUGHOUT THE UNITED STATES.

Pittsburgh Waterproof Co.

435 Liberty Street, PITTSBURGH, PA.

PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS.



COLIC is a disorder that demands emergency treatment.
Is your stable equipped to give such treatment?

Colt's Colic Compound

Has years of satisfactory results back of it.

Used internally for, **Colic,**
Cramps, Dysentery, etc.

It Stops Inflammation
Satisfaction or your money back.



Used externally for,
Collar and Saddle Galls,
Burns and Cuts.

If your dealer does not carry it, order
direct today.

Price, \$1.50 per bottle, 6 bottles for \$7.50. Express prepaid

Colt's Remedy Company

307 East 79th St., - - NEW YORK CITY



"Let's Give You a Lift"


Why handle your Pianos in the old, clumsy,
cumbersome way, when

BREEN'S DERRICK

Will do it Better, Quicker, Cheaper

It is a device that is known to team owners all over
the country, and all the wise ones use it. Write for
our catalogue and let us tell you about it.

WILLIAM H. BREEN, 231 Rutherford Avenue, Boston, Mass.



**DON'T PAY FREIGHT
ON TRASH.**

THERE IS NO **?** QUESTION BUT
WH **?** AT

EXCELLO EXCELLS.

AND THE
EXCELLO FEED MILLING COMPANY
ST. JOSEPH, MO.

GUARANTEE EVERY SACK OF FEED TO BE AS THEY REPRESENT THEM.
The largest team owners in Philadelphia, are large handlers and users of EXCELLO HORSE FEED.

We would be pleased to receive and answer any and all inquiries concerning our feeds.

We Manufacture:

EXCELLO HORSE FEED
EXCELLO DAIRY FEED

EXCELLO MOLASSES FEED
EXCELLO CATTLE FEED



Not the "CHEAPEST" but the "BEST".

The Bell

Rings

With

Success

Where There

is no Bell

there is no

Ring

This man is most wise as all will agree,
Who his barn refuse pile occasionally see,
Not even a sparrow finds one little bite
While roosters and gobblers their cry unite.

SAYING

Away with that crusher made in Ypsi town
And named for one Bell who gained renown
By crushing and cleaning grain fresh every day
So there is never one speck to throw away.

Send for our 1914 catalog, describing the Bell, and read what those who have used them have to say, or we will have our representative call and see you if you wish.

Surely this man must feed whole grain
The truth of which is certainly plain
Just look at those chickens and sparrows too,
Eating so fast they can't notice you.

FACTS

The Bell Oat Crusher would save all this waste
And fatten his horses with all possible haste
They would pull twice as hard because better fed
And live twice as long before going dead.

W. L. McCULLOUGH CO., Ypsilanti, Michigan.

W. D. QUIMBY SUPPLY CO., 79 Portland St., Boston, Mass.

PLEASE MENTION THE TEAM OWNERS' REVIEW, WHEN WRITING TO ADVERTISERS.

GIBSON OAT CRUSHER

WITH DIRECT CONNECTED MOTOR

All Self-Contained—No Belting

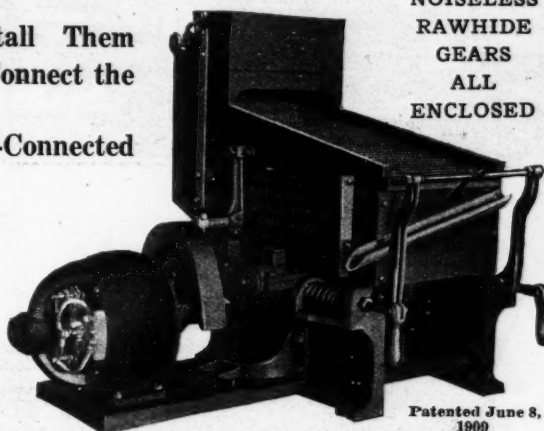
No Expert Mechanics Required to Install Them
Just Set Them Up on Floor or Platform, Connect the
Wires and Go Ahead.

We Furnish Steel Platforms for all Direct-Connected
Oat Crushers.

SIMPLE, DURABLE, REQUIRES LESS POWER.
Standard Motors Guaranteed by the Makers—Suitable for
any Current.

BUILT IN ALL SIZES.

In Ordering Always Give Voltage of Current, if Direct—
if Alternating Current, Give Also Phase and Cycles.
REFERENCES AND TESTIMONIALS CAN BE FUR-
NISHED FROM ALMOST EVERY SECTION OF
THE UNITED STATES, CANADA AND
ON THE CONTINENT.



NOISELESS
RAWHIDE
GEARS
ALL
ENCLOSED

Patented June 8,
1900

GIBSON OAT CRUSHER COMPANY

Patentees and Sole Manufacturers.

1532-1533 McCormick Bldg., CHICAGO, U. S. A.

TELEPHONE HARRISON 5287

AIR CUSHION

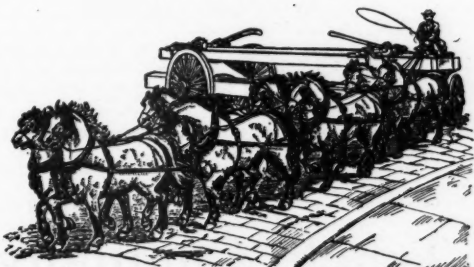
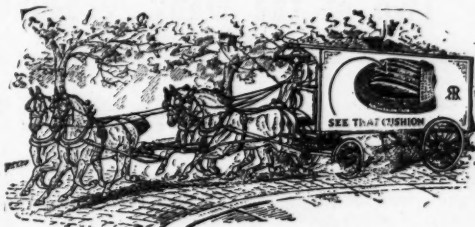
Rubber
Horse - Shoe

PADS



SEE THAT CUSHION?

made to meet all
HORSE
conditions



No
Lameness
No
Slipping

Write us

Sole
Mfrs.



HEAVY HEEL, LEATHER BACK

Revere Rubber Co. Chelsea, Mass.

Branches:

Boston.

New York .

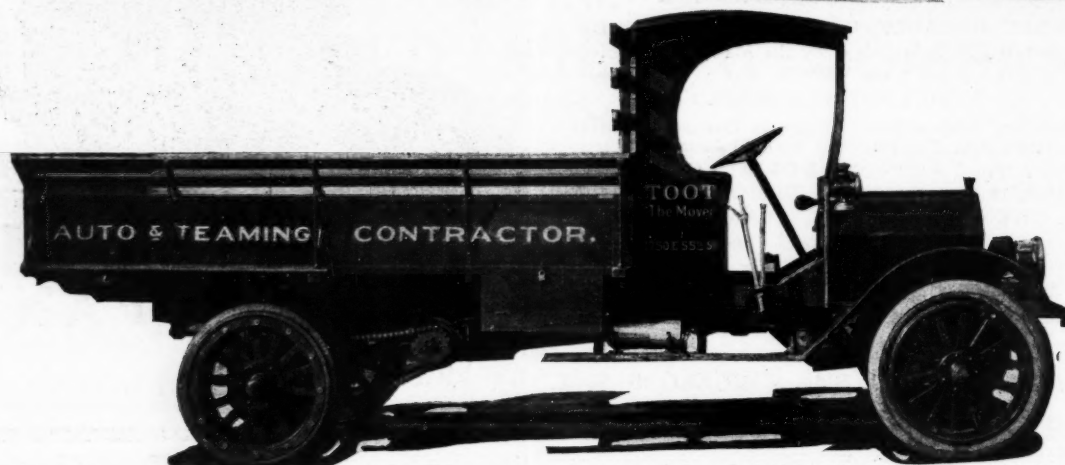
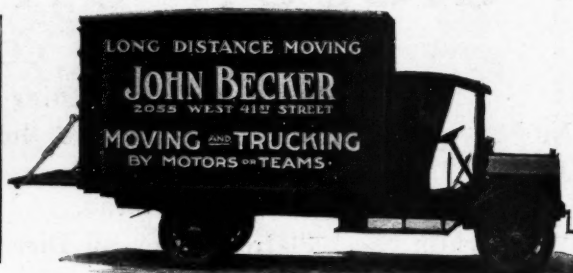
Pittsburgh.

Chicago.

San Francisco.

PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS

STANDARD



OWNED BY W. W. TOOT, CLEVELAND, OHIO.

Two of the many recommendations from satisfied Team Owners

Cleveland, Ohio, March 17, 1914.
Standard Motor Truck Co.,
Cleveland, Ohio.
C. W. Moody.

Gentlemen: The various demonstrations which you have given us, together with the recommendations from many of our friends now using your trucks, convinced us of the advisability of placing our order with your company for one 3½-ton STANDARD TRUCK, equipped with special platform body and windlass, which we will use in connection with the moving of heavy machinery, safes and factory equipment.

We are also convinced that it is thoroughly practical to use our heavy machinery trucks as trailers; moving them from place to place with the motor truck, thereby saving the cost of maintaining two extra teams, which is in addition to the earning capacity of the truck itself.

Yours truly,

W. H. FAY, The Mover.

Cleveland, O., March 1, 1914.
The Standard Motor Truck Co.,
1824 Euclid Ave., Cleveland, O.

Gentlemen: We thought it might at this time be gratifying to you to learn of the success we are having with our 3½-ton moving van.

While it has been in operation only a short time, the truck has been put to very severe test, making some long out-of-town trips, which has not only demonstrated to us the practicability of the Standard Truck as far as service is concerned, but has proven its earning capacity as well.

You are at liberty to refer prospective purchasers to us for information.

Yours very truly,

JOHN BECKER.

The Standard Motor Truck Company

(Of Ohio)

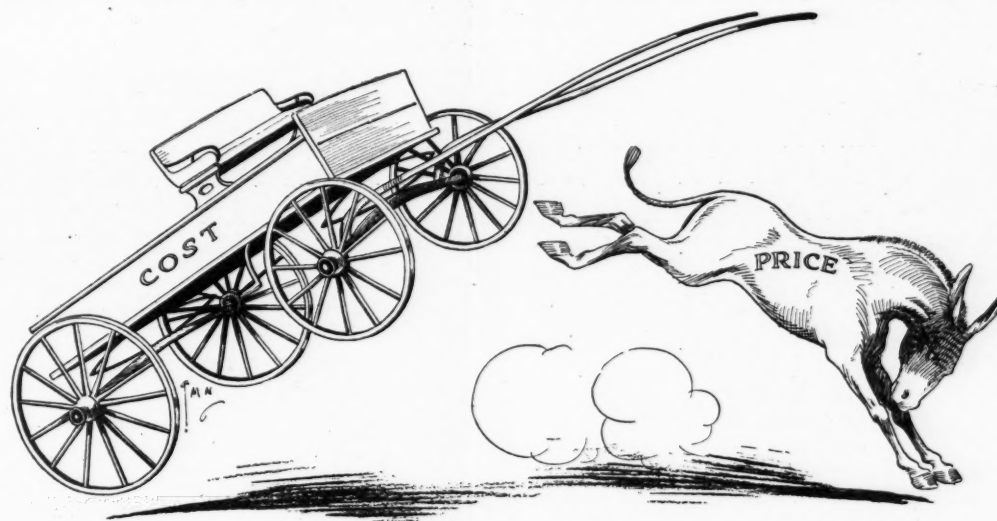
A postcard will bring one of our Catalogues—It is full of information every team owner should have.

Factory and Main Office:
WARREN, OHIO.

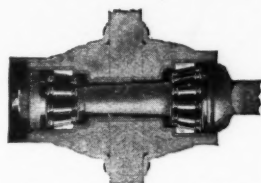
Sales Offices:
1824 Euclid Ave., CLEVELAND, O.

PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS

THE TEAM OWNERS' REVIEW



You Can Buy Plenty of Axles at Lower Price—But What About Their Cost?



Your wagon builder can easily put Timken Roller Bearing Axles under any old or new wagon for you. No special hubs or wheels are required. The axles are fool-proof and trouble-proof, require oiling but two or three times a year and are guaranteed for two years. For your convenience we give below a list of our agents who can supply Timken Roller Bearing Axles. Write nearest agent or factory at Canton, Ohio, for information.

Moore Hardware & Iron Co., Denver, Colo.
L. L. Ensworth, Hartford, Conn.
C. S. Mersick, New Haven, Conn.
Wm. Lindemann & Sons, Detroit, Mich.
E. Scott Payne Co., Baltimore, Md.
Nichols, Dean & Gregg, St. Paul, Minn.
Minneapolis Iron Store Co., Minneapolis, Minn.
W. T. Crane, Newark, N. J.
Gray Brothers, Seattle, Wash.
Meyer Wagon Works, Buffalo, N. Y.
Cook Iron Store Co., Rochester, N. Y.
Heavy Hardware Co., Toledo, Ohio
Hardware & Supply Co., Akron, Ohio
Wilkinson & Kompass (Agents for Canada), Hamilton, Toronto, Ont.
Winnipeg, Man.
Lyle Brothers, Pittsburgh, Pa.
Stichter Hardware Co., Reading, Pa.
Shadbolt & Boyd Iron Co., Milwaukee, Wis.
Scovel Iron Store Co., San Francisco, Cal.
Waterhouse & Lester, San Francisco, Cal.
G. B. Schulte & Sons, Cincinnati, Ohio
John Immel & Sons, Columbus, Ohio
Ft. Wayne Iron Store Co., Ft. Wayne, Ind.
Jacob Gerhab Hardware Co., Philadelphia, Pa.
C. D. Frank & Co., Charleston, S. C.
P. R. Rowan & Sons, New Orleans, La.
Beck & Corbitt, St. Louis, Mo.
L. J. Kingsley, Binghamton, N. Y.
Western Metal Supply Co., San Diego, Cal.
Union Hardware & Metal Co., Los Angeles, Calif.

A valuable little book, No. O-10, entitled "Making Horse Haulage More Profitable" will show you how you can make more money. Write for it today. Sent free, postpaid, on request.

Every wagon owner will admit that Timken Roller Bearing Wagon Axles are better than the old friction type.

But the man who has never used Timkens sometimes hesitates at the higher price. He can't see the difference and therefore equips his wagons with lower priced axles.

The actual number of dollars difference in price is something tangible. He can see that and he jumps to the conclusion that he is saving money.

As a matter of fact he is *losing* money because he fails to discriminate between *price* and *cost*.

Price is the amount paid for an article in order to gain possession, but cost is the amount of money paid out to keep that article in a usable condition.

The difference between the price you now pay for old style friction axles and a set of Timkens will come back to you many times when you figure your saving on the basis of *ultimate cost* instead of *first price*.

The next time you buy a new wagon or replace the axles under an old one, prove to yourself the truth of that statement by specifying

TIMKEN ROLLER BEARING AXLES

There are 15 different sizes of Timken Roller Bearing Axles ranging in price from \$18.00 to \$112.00. The average price is \$44.00 and for the sake of illustration we will say that is \$44.00 more than you would have to pay for ordinary axles. The question then is—

How long will it take to get that \$44.00 back?

The answer is about two weeks, but here again you can base the time on your own figures.

By comparing the delivery costs of a number of team owners we find that it

costs approximately 50c per ton to deliver goods and that a team averages 6 trips a day.

A two-horse team hauling two tons per load on common axles can easily haul three tons if the wagon is equipped with Timken Roller Bearing Axles. Here is a direct saving of \$3.00 per day.

Figure how long it will take you to get back the extra price you pay for Timken Roller Bearing Axles—how much money you will save in a year and then ask yourself this question.

Is it worth a trial?



THE TIMKEN ROLLER BEARING COMPANY
CANTON, OHIO

New York Branch, 1909 Broadway
Chicago Branch, 1347 South Michigan Avenue

There is just one quality of Timken Bearings whether for wagons or motor cars



509

THE TEAM OWNERS' REVIEW

Packard

QUALITY IN MOTOR TRUCKS

Performance on the road is the best evidence of Packard ability to meet the requirements of practically all branches of heavy duty hauling.

Packard trucks are in successful operation in 185 lines of business. Many of these vehicles have been in service for periods longer than five years.

WE ARE THE WORLD'S LARGEST BUILDERS OF MOTOR TRUCKS

From Maine to California, Packard trucks are supplanting wasteful methods with system and speed. More than four million dollars worth of Packard trucks were bought in the last fiscal year, and the current year's sales are slated to exceed that figure. Packard trucks are sold at a price consistent with the cost of the finest materials, developed by expert craftsmen under the supervision of specialists in truck design.

2-TON
\$2800

3-TON
\$3400

4-TON
\$3550

5-TON
\$4150

6-TON
\$4300

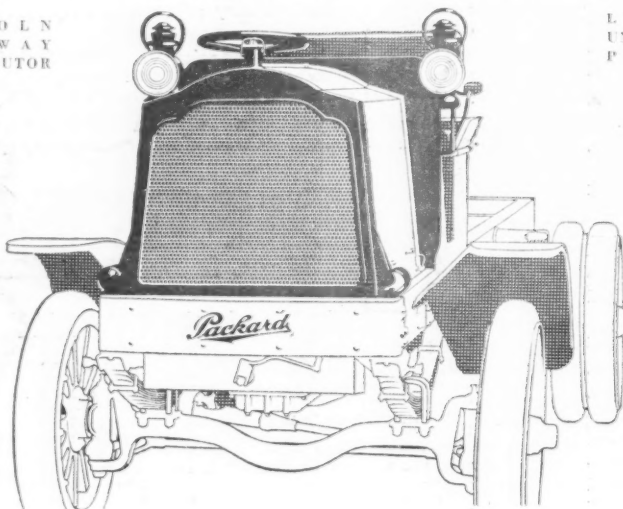
CHASSIS PRICES F. O. B. DETROIT

The Packard truck's ample factor of safety is assurance of uninterrupted operation, which means the maximum dividends from the investment.

In truck operation, final cost is more important than first cost. Our patrons know that the best is the cheapest when you measure the final cost.

PACKARD MOTOR CAR CO., DETROIT

LINCOLN
HIGHWAY
CONTRIBUTOR



LICENSED
UNDER KARDO
PATENTS

ASK THE MAN WHO OWNS ONE